

# HONGKONG WEEKLY PRESS

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### MARRIAGES.

At St. John's Cathedral, on the 22nd May, by the Rev. R. F. Cobbold, A. MARKS, to MARIE, youngest daughter of CYRILLE and MARIE JOLICACHON TERRADE, of Bôn, Algeria.

At St. Peter's Church, on the 27th May, by the Rev. J. H. France, ALFRED STANLEY TUXFORD, of Norwich, to CLARISSA LONG, of Hardingham, Norfolk.

### DEATH.

At the General Hospital, Shanghai, on the 20th May, JOHN WATSON, in his 61st year.

### ARRIVALS OF MAILS.

The Canadian mail of the 9th May arrived per C. P. R. steamer *Empress of China*, on the 30th May (21 days); and the German mail of the 1st May arrived, per N. D. L. steamer *Sachsen*, on the 30th May (29 days).

### EPITOME OF THE WEEK.

The Shanghai spring regatta was held on the 19th May in favourable weather.

*La Oceania*, one of the Spanish newspapers published at Manila, has been suppressed.

Several officers and N. C. O.s for the Weihaiwei Regiment were passengers by the P. & O. steamer *Nubia*.

By a telegram received at Shanghai from the Ichang correspondent of the *N. C. Daily News* information was given that H.M.S. *Woodcock* had arrived at the Yatan rapid.

It is reported that the Kaiping mines, which were flooded some time previously and from which no coal has been taken for fully a month, have been pumped out and are again being worked.—*N. C. Daily News*.

H.M.S. *Woodlark* successfully completed her steam trials on the 16th of May and was commissioned on Saturday, the 20th, exactly 28 days from the time the sections were landed at Tungkadoo Dock.—*N. C. Daily News*.

Mr. Byron Brenan, C.M.G., has been confirmed in his acting appointment as British Consul-General at Shanghai.

The King of Siam has taken to cycling. The other evening, accompanied by fifty other cyclists, His Majesty took a ride round the city.

The Inspector General of Customs has appointed a Japanese—recommended by the Japanese Minister at Peking—to the Customs Staff of Foochow. Some seven or eight other Japanese have also been recommended for Customs employment.—*Mercury*.

Hongkong does not stand alone in the matter of attacks on ladies on the public roads. At Singapore on the 24th May a young lady named Miss Beattie was out cycling when she was attacked by a Chinaman and robbed of part of the jewellery she was wearing.

A Peking dispatch states that the Tsungli Yamen has recently signed an agreement with Reuter's Telegraph Co. for the supply of daily telegrams of international interest. The sum to be paid by the Chinese Government to Reuter is not mentioned.—*N. C. Daily News*.

While at Ceylon on her homeward voyage Princess Henry of Prussia planted a tree at the Royal Botanical Gardens at New Peradeniya.

From the *Times of Ceylon* we learn that Sir Claude MacDonald was still in a feeble state of health when the *Prinz Heinrich*, by which he is travelling home, arrived at Colombo.

We learn that the export of rice from Wuhu has been suddenly interdicted by the Viceroy of Nanking, acting upon instructions from Peking, on the ground that China is on the eve of war. The reason given is that the requirements of the people within the Yangtze region do not permit any export of grain.—*China Gazette*.

Some uneasiness has been felt this week, says the *Foochow Echo* of the 27th May, by the news of trouble at Kieu Ying. It appears that the murder of a native had taken place which was laid to the charge of the foreigners there, and the missions were threatened. A telegram, however, was received last night advising a settlement of the trouble and that peace was restored.

The *Foochow Echo* says:—We regret to have to record the death by drowning of Monsieur Paul Féer, who was during a few months last year Acting Vice-Consul for France at this Port. During that time, he had been fully appreciated by all who had an opportunity to meet him and we are sure that his numerous friends here will be very sorry to hear the sad news. Monsieur Paul Féer was drowned while bathing in the river one hour before reaching Hokéou, the new port to which he had just been appointed by the French Government.

Many of the friars who left the Philippines on account of the disturbances there have since been residing at Macao, and their presence there has given rise to a discussion amongst the Portuguese papers of that colony and Hongkong as to the expediency of legalising the re-establishment of the religious orders under Portuguese law. The *Echo*, replying to the *Porvir*, warmly champions the cause of the orders and says that their disestablishment was not due to the belief that they were enemies of liberty but to a desire to despoil them of their property.

The Ichoufu correspondent of the *N. C. Daily News* writes, under date of 9th May:—At last accounts the company of German soldiers under Capt. Frankenhayn were still at Jichao city, and the twelve hundred braves who went forth so merrily a fortnight ago to exterminate the intruders are still encamped quietly a safe ten li distant from their intended victims.

From Chungking we (*N. C. Daily News*) hear that the *Leechuen*, the small steamer in which Mr. Archibald Little made his way through the Gorges to Chungking, went for a trip fifty miles beyond Chungking, her appearance creating considerable excitement amongst the natives. Several Chungking residents were on board the steam-launch, including the British Consul.

At Singapore on the 20th May Captain C. Androvich, of the Austrian Lloyd's steamer *Marquis Bacquehem*, was charged with bringing an unreported case of plague into the port on the 16th. The evidence showed that a Chinese passenger was suffering from plague on the arrival of the steamer and that the case was not reported. There was practically no defence except that the doctor of the steamer trusted to the head Chinese cook to report cases of sickness to him and he had not been informed of the case in question. A fine of \$50 and costs was imposed.

A company is in course of formation at Canton, we hear, to be called "The Chinese Labour and Commercial Company of Canton." The capital is to be \$1,000,000 divided into 10,000 shares of \$100 each. The objects of the Company appear to be partly philanthropic and partly commercial. It is intended to buy land and open commercial depots, to establish schools for the teaching of English, to carry on cultivation and to promote husbandry, to improve farming implements and tools, to establish waterworks, wharves, and godowns, and to engage in mining, manufacturing, and engineering enterprises. The scheme, which appears sufficiently comprehensive, is now under the consideration of the Viceroy, to whom it has been submitted for approval.

We translate the following from the *Courrier d'Haiphong* of the 27th May:—Captain Ryder, of the English army, returning to Europe by way of Tonkin after a journey of exploration in Yunnan, left for Hongkong at the beginning of the week. During his sojourn on our territory he was the object of an absurd and badly executed surveillance. At Hinghoa a public officer rode up on a bicycle and in loud voice demanded information, close to Captain Ryder, who could not help hearing all that passed. At Hanoi agents followed him to the hotel, so that he could not fail to perceive that he was being watched. The hypocrisy and rudeness of the English towards us in all parts of the world certainly justify us in exercising a little caution with regard to them; but still, an individual who arrives by way of Laos with five Indians and one Chinaman cannot have the intention, I think, of throwing a shadow over Tonkin. The foolish enterprise of a certain Burmese Prince at Dienbienphu and the excursions of officers of the Japanese staff towards Langson ought to keep us in mind that certain necessary inquiries, if they are to have any result, ought to be contented with tact and discretion. The kind of surveillance to which Captain Ryder was subjected was often inconvenient and always maladroit.



# ILLEGAL EXACTIONS ON TRADE IN KWANGTUNG.

(Daily Press, 27th May.)

The Chinese officials in that sink of iniquity the Kwangtung Province are again engaged in their characteristic tactics, as will be seen from the translation of a proclamation which we publish elsewhere. By this proclamation a certain person or persons are authorized to collect a lekin and tsoli of 15 cents per case on all kerosine oil throughout the province. At Samshui they have established a station and notwithstanding that as yet they have not attempted to collect on oil covered by a transit pass there is little doubt but that their ultimate object is to do so. Last year our Consul at Canton succeeded in having this or a similar farm abolished, and our Minister in reporting the fact home explained that the abolition of the farm would have more far-reaching effects than the exaction of a money compensation as a recompense to the firm whose oil the farmer had seized. How deterrent the penalty inflicted has proved our readers can judge for themselves. The German Minister was quite right in his reply to the Tsungli Yamen when the latter were trying to persuade him to withdraw the German troops from Shantung. He said the Chinese Government have so often proved themselves utterly untrustworthy that no promise on their part is to be relied upon and that the German troops would continue to occupy Kiaohow until such time as his requirements were satisfied. Compare this reply with our attitude. Our Minister telegraphs to Lord SALISBURY that Sir ROBERT HART tells him that the provincial revenues must be most carefully dealt with. Carefully dealt with indeed! Could any measures, however drastic on our part, prove of more harm to the state than the present action of the provincial officials? Could anything we should inflict on the people in taking over the financial administration of the country prove worse than what they now endure? In any civilized country such scoundrels as comprise the official class of China would long ago have been relegated to that position in society for which their talents for chicanery particularly fits them. But as the people of the country seem to have neither the desire to institute nor the manhood to carry out the reforms needed it remains with us to assume such control over the finances as will secure to all an equality of taxation for themselves and their goods. The day has gone by when the public will be satisfied with the enunciation of axioms on the question of taxation such as passed muster in the past. Academic discussions on the right of the Chinese Government to tax transit pass goods or not, may be very satisfactory to "my Lords of Trade," but in the meantime the merchant makes heavy losses, and when merchants make heavy losses these same merchants get angry, and getting angry they protest. In the past it is true they have protested in vain, but as we have already stated, the time for that has gone by. The China question is too prominently before the public at home for the Government to continue the attitude which has characterized them for the past thirty years. They must now act, and the only form in which action is possible—let them shirk it as they may—is European control over the whole of the finances of China. Come it must. Meanwhile not only should it be the policy but it is the duty of our Consuls to take up and vigorously contest the right of the Chinese Government to suddenly and arbi-

trarily impose a tax or taxes on all and any goods they think fit without a moment's warning to those engaged in the trade.

In the particular instance to which we are referring it is distinctly the duty of the Consuls in Canton, of all nationalities, to protest against this illegal levy, to telegraph to their respective Ministers the facts of the case and advise the latter to demand a total and instant abolition. We say it is the duty of all the Consuls to do this without distinction as to nationality, but in view of the importance of British interests in the south of China it particularly devolves on the British Consul to take this matter up, in conjunction with his colleagues if possible, if not, then without them. This is not a question of that oft repeated statement "that the Chinese Government have the right to impose what taxes they like." It is a case where the taxation on a certain commodity is farmed out to a party of individuals who may be trading in the commodity themselves and as such is a distinct monopoly, a thing forbidden alike by the French Treaty and by something stronger and more lasting than the French or any other treaty, namely, common sense and common justice. Strong measures are needed and should be adopted with a nation so little capable of keeping faith as the Chinese. The disgraceful shuffling that is going on with regard to the opening of the inland waters must convince our Legation that the German methods, and German methods alone, are those which the Chinese officials can understand or appreciate. Force is the one thing they respect and the one thing they fear. Until that is used they will continue to disregard treaties and obligations, to check the legitimate expansion of trade, and to grow rich on the pelf they squeeze out of the vast conglomeration of states which they pretend to govern. It is a marked coincidence that the withdrawal of the British Consul from Samshui and the establishment of the kerosine oil farm at that place should be concurrent events, and it only illustrates the necessity that exists for having our interests safeguarded at all points by our own officials, who, occupying an independent position, can hold in check these malpractices in a way which the Commissioner of Customs, however willing, cannot be supposed to do.

## TRADE AND PIRACY ON THE WEST RIVER.

(Daily Press, 2nd June.)

The Customs Returns for the January-March quarter show that the trade of Hongkong's more immediate commercial dependencies is in a fairly prosperous condition and that the West River trade in particular gives promise of fulfilling the expectations of the most sanguine advocates of the opening of that route. The import duty collected on general cargo during the quarter and in the corresponding quarters of the two previous years at Canton, Kowloon, Lappa, and the West River ports was as follows:—

	1897	1898	1899
Canton .....	Tls. 84,212	95,703	81,302
Wuchow .....	—	23,233	30,646
Samshui .....	—	1,418	17,239
West River Stages .....	—	11,648	7,039
Kowloon .....	37,994	25,553	30,311
Lappa .....	19,495	16,579	15,914

Tls. 141,701 174,134 182,451

The total collection, including opium duty and lekin, export duty, and the local taxes

levied at Kowloon and Lappa, was for the same quarters as follows:—

	1897	1898	1899
Canton .....	Tls. 305,818	305,496	306,764
Wuchow .....	—	40,447	56,850
Samshui .....	—	3,157	22,506
West River Stages .....	—	12,029	7,570
Kowloon .....	115,262	92,990	99,888
Lappa .....	113,891	113,669	109,358

Tls. 524,971 567,788 602,936

These figures, while moderately satisfactory in themselves, are still more so when they are regarded as an indication of the possibilities of expansion under improved conditions. The West River can never hope to rival the Yangtze in respect of the volume of trade carried upon it, but the traffic will in the future attain dimensions beside which the present figures will appear small. The provinces of Kwangsi, and Yunnan have not yet recovered from the ravages of the Taiping and Mahomedan Rebellions, and what movement there has been in the direction of recovery has been retarded by misgovernment, a dishonest fiscal system, and piracy and brigandage. The process of recovery will be stimulated by the safe and free navigation of the waterways of the provinces,—by steam, where steam navigation is possible, but, whether by steam or by junk, with reasonable security against outrage and robbery, and by freeing the trade from all illegal exactions. The right to navigate the inland waters has already been secured in theory (though defective regulations have as yet prevented the realisation of this advantage), and the opening of Wuchow and the consequent transfer of the duty collection from the Native to the Foreign Customs, together with the enforcement of the transit pass system, has in part regularised the taxation of trade and diminished the opportunities for illegal exactions; but trade on the river is still exposed to the risk of piracy, which the Chinese authorities appear either unable to suppress or to treat with indifference. The torpedo boats which were some time ago told off for this purpose are said to be engaged in turning an honest penny by towing, to the neglect of their proper work, which receives no attention. If piracy is to be suppressed, then, it would seem that it will have to be by British gunboats. It was reported the other day that the *Sandpiper* had shelled the village at which the pirates who attacked the British steamer *Wa On* landed, and the pity of it is that the report turned out to be unfounded. The *modus operandi* of the river piracies is almost invariably the same. The pirates go on board the vessel they have selected for robbery as ordinary passengers, and, or reaching a given spot, where confederates are in waiting with boats, they rise, overawe the passengers and crew, secure their loot, and make good their escape. Under this system the chance of their being caught in *flagrante delicto* by any gunboat, either Chinese or foreign, is remote and if they are to be effectually suppressed it must be by tracking them to their lairs and dealing with them there. It is well known that certain villages and towns are the head quarters of piratical gangs, and when a piracy has been committed and the pirates are traced to one of these places it would seem to be only common sense and justice that the town or village should be required to deliver up the delinquents and be held liable to severe penalties if it failed to do so. Should China feel her national dignity wounded by having her rivers policed by foreign gunboats, and the British Government be inclined to consider



her susceptibilities in that respect, the case might be met by requiring her to organise a special service under her own flag for the purpose, the vessels engaged to be commanded and officered by foreigners

### RAILWAY INTERESTS AND SPHERES OF INFLUENCE.

(Daily Press, 31st May.)

The railways in Cuba and the single existing line in Luzon are owned by English Companies, but that fact has not proved inimical to the exercise of American influence in those countries. By parity of reasoning it may be suggested that Great Britain need not greatly excite herself because foreign railway interests happen to touch our sphere of influence in the Yangtze Valley. We would have preferred to see the Lu-Han Railway in British hands undoubtedly, but British capitalists did not appear eager to obtain the concession, and in SIR CLAUDE MACDONALD'S classification of the Chinese railway concessions this line is set down as one of those which, in the opinion of experts, will not pay. The experts may be right, but for our own part we do not see how any railway running through a rich and populous country can fail to pay, provided it be decently managed. From the foreign investor's point of view, however, it does not greatly matter whether this particular line pays or not, as repayment of the capital invested with interest thereon is guaranteed by the Chinese Government. The concession, however, whether valuable or worthless, has gone into foreign hands, having been granted to a Belgian Company with French and Russian backing.

The *N. C. Daily News* in recent article invited any Englishmen who still think that on the whole Lord SALISBURY and the British Minister at Peking have managed our relations with China and with our foreign competitors in China fairly well during the past two years, and that we have not come out badly when all is reckoned up, to read the leading article in the *Times* of the 12th ultimo on the Peking-Hankow Railway Loan. Naturally the *Times* thinks we have not done fairly well. The programme laid down by the *Times* and the *N. C. Daily News* at the commencement of the crisis, both journals drawing their inspiration from the same source, has proved a failure. Events have moved in a direction different from that which these journals anticipated, and the damage to their own reputation for prescience presents itself to them as a loss of national prestige. The change that has come over the current of public opinion is pithily expressed by the *London and China Express*, which says:—"A year ago we were all for guaranteeing China's integrity. The danger is now probably that the pendulum has swung the other way and that we might take too strong a hand in bringing about her disintegration, a policy that would be suicidal for us to play." Our contemporary, however, when it says "we all" should make exceptions, for from the outset there were some who foresaw that China, being subjected to outside pressure, must yield in some directions, this being as inevitable as is obedience to any simple law of natural philosophy. It is the part of a wise man to avail himself of the operation of natural laws for his own advantage, not blindly to oppose them, and Lord SALISBURY and our Minister at Peking have made the best of the situation in China and of the forces operating upon it. The Lu-Han Railway contract was concluded be-

hind Sir CLAUDE MACDONALD'S back, by the perfidy of LI HUNG-CHANG. Having been concluded, all that remained was to exact compensation in other directions, which was done. One cannot always prevent perfidy when dealing with people of a perfidious nature. Besides, at that time, according to the views of the *N. C. Daily News*, China's integrity was to be guaranteed, there were to be no spheres of influence and contracts were to fall to those who could succeed in getting them. It would have been better, we think, if spheres of influence had been recognised earlier and England had claimed the Lu-Han Railway contract as a matter of right, but it is not within the competence of our Shanghai contemporary to blame the British Government for not having acted contrary to the views which were at that time so strongly urged in its own columns.

We do not anticipate that the Lu-Han line will prove a very powerful political engine. The Suez Canal is owned by a Company nominally French, but that does not prevent the exercise of British influence in Egypt, nor will the ownership of the Lu-Han line by a Belgian Company prevent the exercise of British influence in the Yangtze Valley. As to the value of the line itself, the *London and China Express* says:—"Perhaps if the public knew that this very Lu-Han line, over which political jealousies have been expended so freely, could have been had several times over by British capitalists had they so desired; that it was on more than one occasion actually offered to British sources, but refused because its chance of paying was considered small; and that it would be in a part of the country where foreign control would be difficult to exercise, perhaps we might hear fewer grumbles. We cannot complain, therefore, if others make it, for we may be certain that if additional trade is the outcome of its construction, and we do not doubt an increase must be forthcoming, British merchants and manufacturers are as likely to reap their portion as anyone else." British capitalists were perhaps unwise in declining the concession, but having done so it is absurd for them, or for journals supposed to represent their interests, to gnash their teeth because the concession has been given to others.

### CAPTAIN WINGATE ON THE TRADE OF HUNAN.

(Daily Press, 29th May.)

The recent journey made by Captain WINGATE, of the 14th Bengal Lancers, through China to Rangoon, was remarkable for two things. First, the entire freedom from molestation or unpleasantness enjoyed by the traveller although he traversed the entire length of Hunan, reputed to be the most anti-foreign province in the Empire, and thence through Kweichow and Yunnan, making the journey from Hankow to Bhamo in five months and twelve days. Secondly, the trip is notable for the fact that Captain WINGATE was able, from personal experience, to corroborate and accentuate all that has been said by previous explorers in favour of Hunan and the Hunanese. Although these people are violently hostile to missionaries, owing no doubt to the pernicious and all too successful efforts of the author of the "Deathblow to the Corrupt Doctrine" and other mandarins and literati early in the present decade, yet they are a fine race of men, bold and independent, and imbued with a certain amount of patriotism, in which the natives

of other provinces have a very small share. Hunan has for generations furnished the largest proportion of able and intelligent officials, the most efficient section of the so-called army, and has maintained at the same time, an amount of material prosperity vastly in excess of that enjoyed by the other provinces. In short, although cut off entirely from the sea, and dependent on the great river Yangtze for its means of communication with the outside world, Hunan has succeeded in making its influence felt out of all proportion to its population or resources. These resources are, however, still far from being at their maximum development. Captain WINGATE is of opinion that the trade of Hunan with the rest of the Empire is simply enormous. The journey from Yochow, on the Tungting Lake, the gate of Hunan, to Kweichow, he, the capital of Kweichow, occupied two months and proved a most interesting experience. Captain WINGATE had the advantage of being towed by one of the Viceroy's gunboats as far as Yochow, and the word was of course passed that he was to receive protection and assistance, which might account, in some measure, doubtless, for the freedom from interference or annoyance he experienced. But whether that be the fact or not, it is satisfactory to learn that, unless the populace are officially stirred up to hostile demonstrations they will not take the trouble to make them. The statements as to the volume of trade in Hunan are valuable as going to prove that the route for the new railway from Wuchang to Canton will proceed through a country which will yield abundant produce and provide plenty of passengers. The construction of this railway should be hurried on with all the speed that is possible by the most energetic of Western engineers, for events are taking place constantly that have an important bearing to those who hope to control the trade of Central China. The Power that can control the landward communication from Kowloon to the Yangtze will be in a position of political as well as commercial pre-eminence, from which it would with difficulty be dislodged. But it must be made in good time. The continuation on the other side, from Hankow to Peking, will be in other though we trust not hostile hands. If we construct the southern section of the Chinese Trunk Line we shall at any rate have the power to tap the most fertile provinces, and may then be able to arrange for the working of the whole line continuously on an international basis, throwing open the benefits of the traffic to all on equal terms. What Great Britain and the United States want in China is freedom to trade throughout the whole country on equal terms for all-comers.

### THE GOVERNMENT AND THE KOW-LOON FERRY SERVICE.

(Daily Press, 1st June.)

The public will have read with some surprise that portion of the speech made by the Chairman of the Star Ferry Company on Tuesday in which he referred to the difficulties that have arisen with the Government in respect of the double-enders recently placed on the line. The double-ended boats have proved so successful, said Mr. WHEELER, and are appreciated so much by Europeans and Chinese, that the Company proposes to replace the two old launches by double-enders as quickly as funds will permit, in fact a third boat would by now have been on the stocks but for a difficulty with regard to the



number of passengers the Government will allow these boats to carry. This difficulty, Mr. WHEELER went on to explain, is that "the Government will not license the upper deck because the Ordinance which deals with the subject makes no provision for such a deck or in fact for such boats as these. There is no question whatever of the safety of this deck—it was specially designed to carry passengers and is admittedly a perfectly safe and proper place to carry them. We hope," the speaker continued, "that the Government may take steps to make the necessary addition or amendment to the Ordinance before long. We hesitate to build such expensive boats while there is any doubt as to whether we shall be allowed to make the fullest use of the accommodation provided. Unless the difficulty can be got over we shall probably have to abandon the upper deck, though by so doing the boats will be far less convenient for passengers. The matter is of considerable importance to the Company and I may say the public also." Having regard to the public comfort and convenience the Government ought to have no hesitation in giving the Company the necessary assurance that any amendment of the law necessary to legalise the carrying of passengers on the upper deck will be promptly effected and that the building of more double-enders for the service may be proceeded with without any fear of harassing legal restrictions being placed upon them when they commence to run. With the Kowloon district developing as it is, and in view of the daily growing traffic, the Government should do all it can to promote the improvement of the ferry service and the ensuring of the comfort and safety of the passengers. The new boats are more convenient and safer than the old ones, and their use should therefore be encouraged instead of being met by obstruction. Mr. WHEELER also referred to the augmentation of the dangers of navigation by the absence of any fairway on the route the ferry boats take. This is an anomaly that might easily be remedied by a slight rearrangement of the mooring buoys, but the Government that is so solicitous of the public safety that it insists upon persons abroad at night in chairs carrying lights, however well lighted the roads and streets, also arranges matters so that the route between Hongkong and its suburb across the harbour shall be strewn with buoys, which are left unlighted at night, and which constitute so many traps against which the helmsman has to be constantly on his guard. If we had a Harbour Board things might be ordered differently.

#### THE WATER-CARRIAGE SYSTEM AND THE WATER SUPPLY.

(Daily Press, 29th May.)

At the meeting of the Sanitary Board on Thursday last the question of the water carriage system was once more raised, in connection with certain applications which had been made to the Board for permission to introduce water-closets. The Director of Public Works, in proposing that one of the applications should be granted, pointed out that whilst some 109,500 gallons of water per year would be consumed they had just added a reservoir which increased the water supply of the colony by 30,000,000 gallons per year. Taking this as his text, a correspondent, writing over the well-known *nom de plume* of "Physician," addresses a letter to the *China Mail* headed

"Water and disease in Hongkong," in which he opposes the water-carriage system, on the ground of the scarcity of water. Opinion in the colony, both amongst scientists and laymen, is strongly divided on the abstract merits of the water-carriage and bucket systems, but even the strongest advocates of the former must admit that their system is unworkable without an adequate water supply. The Hon. R. D. ORMSBY points to the fact that we have just added to our storage a reservoir of a capacity of 30,000,000 gallons, the Wongneichong reservoir to wit, and for this addition the colony has reason to be grateful. While the capacity of the reservoir is put down at 30,000,000 gallons, the yield of its catchment area is estimated at some 65,000,000, namely, 50,000,000 between May and August and 15,000,000 between September and April, so that it is really more valuable than the figures of its storage capacity would represent. Taking it at its best, however, the Wongneichong reservoir does not represent such an addition to our supply as would justify any extravagance in the use of water. Tytan and Pokfulam reservoirs have proved insufficient for the colony's requirements and Wongneichong in itself will not prove sufficient to make good the deficiency. The monthly consumption is over 90,000,000 gallons when the supply is constant, and last month, under the intermittent system, it was over 56,000,000 gallons, so that the Wongneichong reservoir, even if full to overflowing at the commencement of the dry season, would only give us an additional fortnight or three weeks' supply, supposing our requirements to remain stationary; but having regard to the steady increase in the population, the increase in the consumption will in the course of three years overtake increased supply afforded by Wongneichong and we will be relatively in no better a position than we are to-day. For our own part, we believe in the theoretical advantages of the water-carriage system and would be glad to see it adopted in all European houses did the circumstances permit of it, but while the water supply remains inadequate or precarious the extended use of water-closets appears most inadvisable, not only as increasing the consumption of water but also as creating a possible source of disease when the water supply runs short.

#### TRAGIC AFFAIR AT WEST POINT.

##### MURDER AND SUICIDE BY AN AMERICAN.

MARRIED ON THE 22ND; MURDERED ON THE 27TH.

A most tragic affair took place at West Point on Saturday, an American named Andrew Marks, aged 41, shooting his wife, who was 32 years of age, and afterwards bringing about his own death in a similar manner. It was only on Saturday morning that the announcement of his marriage appeared in our columns, the notice reading as follows:—

"At St. John's Cathedral, on the 22nd, May, by the Rev. R. F. Cobbold, A. Marks to Marie, youngest daughter of Cyrille and Marie Joli-Carton Terrade, of Bone, Algeria."

A short time ago Marks came to Hongkong from Manila, where he had kept a restaurant, and went to live at 16, Wesernt Street, with Miss Terrade. About ten days ago she left him, but discovering her whereabouts he followed her, and, making up their quarrel, they agreed to get married. The ceremony, as stated in the notice, took place on the 22nd of May, when the couple went to reside at 61, Queen's Road Central. While here they were heard to quarrel

frequently. On Friday midnight or early on Saturday morning the woman left him, going to a house at 31, Pokfulam Road occupied by a countryman and countrywoman of her own. Suspecting where she had gone Marks went to the house. The master was out, and the Chinese boy tried to prevent Marks from entering. Marks, however, pushed him aside, whereupon the boy at once made for the town and informed his master, who made a report to P.S. Sullivan.

In the meantime Marks had hunted out his wife. Apparently they had some words, which culminated in his shooting her and then himself.

At any rate, when P.S. Sullivan, in consequence of the report made to him, entered the house, he found both of them lying on the floor dead. The woman was shot in the left cheek and right breast and the man, who had a revolver in his hand, near the right ear.

The affair was reported to the Central Police Station, and both bodies have since been interred.

#### THE INQUEST.

On Monday afternoon an inquest was held at the Magistracy touching the death of Andrew Marks and his wife Marie.

The first witness called was Mr. Guion's boy, a Tonkinese, who gave his evidence in broken French, which Mr. Guion interpreted. Witness said—I am in Mr. Guion's employ and live out West. (31, Pokfulam-road). I remember Saturday last. I was at home in the morning by myself when a man came to the house. I had not seen him before and don't know his name. He first spoke to a Chinaman. Then I came and he asked, "Where is the master?" I said, "My master has gone in town on business." At the same time he came into the house, pushing me on one side whilst I was in the doorway. He said, "Open the windows and all the doors," and I replied, "No, you are not my master." I followed him into the hall, and he said, "I want your master; I don't want you; you go away," and pushed me again. He entered the bed-room, where there was a girl, and ordered me out. The man opened the window and I looked through and saw the girl lying down on the floor. I saw him take the girl by the hair and he called out "Marie, Marie, Marie, get up." He then lifted the woman on to the bed. The girl gave one cry, and the man told me to go away from the window, as it was no business of mine, and I went down to fetch my master.

Dr. Lowson, who examined the bodies, said the male had died from a bullet wound entering the right ear, passing through the base of the brain, and emerging on the other side, causing fracture of the skull and hemorrhage and laceration of the brain. The wound could have been self-inflicted. The woman had two bullet wounds, one about three inches below the right nipple, passing through the liver in a slightly upwards direction, causing serious hemorrhage. The second one entered about an inch and a half above the left angle of the lip, passed in an upwards direction, and was lodged in the base of the skull, death being caused probably by the head injury, although the other one in the liver might have proved fatal.

Acting Sergeant O'Sullivan said—At 10.35 a.m. on Saturday Mr. Guion came to No. 7 Police Station, and in consequence of what he said I went with him to his house at 31, Pokfulam-road. In a bed-room on the ground floor I found a European male lying on the floor with his head resting on a box. I saw the mark of a bullet wound over his right ear. He had a revolver in his right hand. I examined the revolver. It was a five-chamber revolver and contained four empty cartridges and one undischarged cartridge. I saw lying across the bed the body of a female. She wore no clothing but a singlet. I saw a bullet wound in her left jaw and one below the right breast. Both were dead. I sent for Dr. Atkinson and Inspector MacLennan, and they both came. I noted the positions of the bodies, which were afterwards sent to the mortuary. I found the paper produced in the man's pocket. It is signed by Mr. Wildman, United States Consulate-General. I found the marriage certificate produced in the same pocket.

Mr. Guion gave evidence as to accompanying the witness O'Sullivan to his house at 31, Pokfulam-road, in consequence of what his boy had told him, and finding the dead bodies there.



He did not know the name of the man—he had never seen him before—but the woman was called Marie something.

A young woman named Sidaliza Anderson was called to give evidence of identification, but she could not give the surname of either of the deceased.

Charles Hellull deposed to deceased coming to a house at 16, Western-street, about three weeks ago and living there for seven days. The man gave the name of Marks, and said the woman was his wife.

Mr. T. Sercombe Smith returned a verdict in accordance with the medical testimony, finding that the wound on the man was self-inflicted and the wounds on the woman inflicted by the man.

## ILLEGAL TAX ON KEROSENE IN KWANGTUNG

### REVIVAL OF THE KEROSENE FARM.

The following proclamation has been issued by the Head Lekin Office of the Kwangtung Province:—

Be it known that on the 31st March we had the honour to receive from H.E. Tan, the Viceroy of the Liang Kwang, a reply sanctioning our petition proposing that the Lekin on Kerosine Oil in the nine departments of Canton, Shu Liang, Waichow, Nam Heng, &c., &c., should be farmed out as on a previous occasion to Chen Fuk-cheung, and directing us to instruct the aforesaid Chen to carry on the business in a satisfactory manner. We are further to instruct the Pu Chao Chie (Supplementary Lekin Office) to call upon the former farmer to report the sums collected on account of lekin after the month of November, 1898, together with the books, &c., in order to make up the accounts and to fix a date for the transfer (from the old to the new) in order to avoid the possibility of fraud.

The same day we received from Governor Lu a communication in the same sense sanctioning the above mentioned arrangement and directing us to issue a proclamation and establish the farm. Moreover, we were to issue a proclamation to Customs houses and barriers to examine and report so that the amounts, &c., may be tallied.

We have to observe that the collection of lekin on oil in the new districts before referred to was formerly taken away from the Che Ye Tang farmer Wang Che-tang.

Now the merchant Chen Fuk-cheung petitions that he may be allowed to carry on the farm as before for a payment of \$90,000 per annum together with \$10,000 for expenses of collection. Any further expense to be borne by the farmer and no demands to be made on the Lekin Office. If the receipts do not come up to the sum mentioned the loss shall fall on the farmer. Any sum in excess, up to \$10,000, he shall receive 10 per cent. of, but he shall only receive 10 per cent. interest on a sum up to \$30,000. (Whatever that may mean.)

On each 50 catty case of oil a sum of 15 cents, or in taels currency 1 mace 8 candereens, is to be charged. Of this 7 cand. 3 li is on account of tseli; 1 cand. 8 li on account of Cheli; 1 cand. 8 li account of Yenli. Collection to begin on the 2nd moon (March).

This has been sanctioned by the Viceroy and Governor on the lines laid down and we therefore issue this proclamation for the information of merchants and others engaged in the oil trade in the nine departments aforementioned.

Be it known that the collection of lekin on oil has now been handed over to the Merchant Chen Fuk-cheung, who will henceforth impose a tax according to the regulations of 15 cents on every case of kerosine oil.

Any case of extortion or improper levy should be at once reported and the farmer will on no account be allowed to raise the tax fixed.

### THE MUTUAL STORE CASE.

#### HOPKINS COMMITTED FOR TRIAL.

At the Magistracy on 26th May Reginald G. Hopkins, "a member of a co-partnership under the style of the Mutual Store," was charged with feloniously stealing or embezzling the sum of \$1,000, being the property of the said co-partnership.

The case has been several times adjourned, and defendant was now committed for trial.

## AFFAIRS ON THE MAINLAND.

### ARMED ROBBERY ON LANTAU ISLAND.

#### THE ROBBERS TRACED TO LAMMA ISLAND.

#### ENERGETIC ACTION OF THE POLICE.

It has long been known that Lantau Island and Lamma Island have frequently been resorted to by bad characters, who have committed robberies with impunity. It has been made abundantly evident during the week, however, that the police are determined to put a stop to these depredations by showing the evil-doers that no exertion will be spared with the view of bringing them to justice.

On the 23rd May Inspector Gillies, who is in charge of the station at Cheung Chau, reported that a band of 20 armed robbers had attacked five houses in the village of Moi Wah, Lantau Island, at 10-30 a.m. on the 21st inst., and had cleared off with clothing and property of different sorts of the value of \$112, having previously shot at and wounded an old man and a girl of 19. They left in two Chinchow fishing boats, apparently going in the direction of Lamma Island.

In consequence of this report Captain Superintendent May, with Detective-Sergeants Sullivan and Sim, went to Lantau on the morning of the 24th, and then took the complainants along with them to Lamma Island. They landed at Yung Shui Wan village. Catching sight of a man bolting along the back of the village Sim gave chase and succeeded in catching him. He found on him a box of revolver cartridges and also a piece of resin. The latter one of the complainants identified as his property. On a search being made in the house the man had evidently come from, it was soon apparent that the gang the police were after had only just vacated it—that they had smelt a rat on the arrival of the police and made off. In addition to a pistol which had been recently fired, the bulk of the clothing and other property was found in the house.

While the Captain Superintendent was at Lamma Island a married couple reported at Aberdeen that while in their fishing boat at half-past four on the morning of the 24th, another fishing boat had held them up, off the north point of Lamma Island, the man being robbed of a pair of bangles and a small sum of money. So that the plundered boat would not be able to make much progress the robbers cut the rigging and then disappeared round the point towards Yung Shui Wan village.

On Sergeant Langley reporting this by telephone to the Central Police Station, Chief Detective Inspector Hanson instructed him to go to Lamma Island and there join Mr. May. The Sergeant went and reported to Mr. May. Subsequently some 20 odd men were found lying down under a shed, and one of the fishing couple identified one of the men as belonging to the gang who had held them up. As soon as the police appeared on the scene the men cleared off.

The Captain Superintendent was convinced that the men he had come across were a bad lot and required looking after. He accordingly returned to the island at two o'clock the following morning, taking with him a larger force of police. The police quietly surrounded the village of Yung Shui Wan, and were fortunate enough to pounce upon 21 men sleeping under the same shed that was raided the previous day.

These men were brought over to Hongkong and charged on the 25th with being rogues and vagabonds. Inspector Hanson, in explaining the case to the Magistrate, said that the village of Yung Shui Wan had become notorious because of the many bad characters who assembled there on the watch for opportunities to go and make raids. The men said they came from Hoi-ping on the 23rd, that they had no boats, no houses, and could not raise a dollar among them, and that they had come down to look for work. Mr. Smith sentenced them to 14 days' hard labour, characterising them as an undesirable lot.

The man caught by Sim was brought before His Worship on the 26th and charged with being in possession of stolen property. Only formal evidence of arrest was given and then the man was remanded.

Three more men have been arrested for being concerned in the armed robbery at Lantau Island on the 21st May, and were brought over on the 29th by Inspector Gillies.

### A MAN FOUND WITH HIS THROAT CUT NEAR SHATIN.

When under Chinese jurisdiction the policing of the territory recently taken over by the British was very lax, and in consequence robberies and outrages of different kinds were of frequent occurrence. Hardly any notice was taken of them, and it must be a matter of surprise to the inhabitants to witness the thoroughness with which the police now search for offenders, leaving no stone unturned to bring offenders to book. This activity cannot fail in time to have a most salutary effect upon evil-doers and make them pause ere committing depredations which they have previously committed with impunity.

The path leading from Kowloon Gap to Shatin has long been a somewhat dangerous one for pedestrians, robberies with violence having frequently taken place on it. Knowing this Captain Superintendent May has paid special attention to it. On Sunday afternoon an Indian constable came across a Chinaman with his throat cut. The man had bled freely, but, though unable to speak, was still alive. Sergeant Ritchie and P. C. Smith, who are stationed at Shatin, being first-aid men, stopped the bleeding and had the man conveyed to Hongkong, where he was taken to the Government Civil Hospital.

In the meantime Captain Superintendent May and a force of police, believing that this was a case of attempted murder, scoured Kowloon City with the object of getting at the man's assailant or assailants, and arrested one or two persons on suspicion.

At noon on Monday, however, the man recovered speech and he then confessed that while on his way to Swatow he fell asleep in one of the rest houses which are situated at different intervals along the route. On awaking he found that all his money—\$8—had been stolen from him and in his despair he cut his throat.

### HIGHWAY ROBBERY NEAR UN LOONG.

On the 25th May a Chinaman was on his way from Taitong village to Un Loong Market, where he was going to buy pigs. When about 300 yards from Un Loong he was set upon by three men of the Li clan, beaten, and robbed of \$15. The man subsequently reported the matter to the police at Ping Shan. Inspector Moffat surrounded Taitong village and arrested a man who said he was Mr. Francis's chair coolie on leave.

At the Magistracy on Monday afternoon, defendant—Li Tung Cheung—was brought before Mr. T. Sercombe Smith and charged with being concerned in the robbery.

Complainant, who is a farmer, said he was carrying two buckets on a pole when he was set upon by three men at about noon on the 25th May. The men knocked him down and kept him down while they took his money from him. They then went away, and he picked up his buckets and went to Un Loong. He knew the men who attacked him. Their names were Li Sing Leung, Li Tung Cheung, and Li Kwok On. Defendant went towards Un Loong village. On arriving at the village complainant reported the matter to the elder. The same day he went to Ping Shan and reported to the Inspector. The three men had poles. They beat him with them and made the marks shown.

Another man said he saw the assault committed, but he was too far off to identify the assailants.

Another Chinaman gave evidence as to the affray and said, in reply to His Worship, that he would dare to go to a temple and swear on the cock's head that defendant was one of the assailants.

Another Chinaman said he saw a crowd of men fighting, including the two previous witnesses. Then they all went away excepting complainant and defendant and the two previous



witnesses. Complainant and defendant went towards Un Loong quarrelling.

Inspector Moffat said that not one of the witnesses had stuck to the statement that he had made to him.

In consequence of the contradictory nature of the evidence defendant was discharged.

## THE PLAGUE IN HONGKONG.

### SPECIAL MEETING OF THE SANITARY BOARD.

#### THE OVERCROWDING QUESTION.

A special meeting of the Hongkong Sanitary Board was held yesterday afternoon to consider what further steps are necessary in dealing with the plague, more especially with reference to overcrowding. The chair was occupied by the President (Dr. J. M. Atkinson, Principal Civil Medical Officer), and there were also present the Vice-President (the Hon. F. H. May, Captain Superintendent of Police), the Hon. R. D. Ormsby (Director of Public Works), Mr. A. W. Brewin (Acting Registrar-General), Mr. E. Osborne, Dr. Clark (Medical Officer of Health), and Mr. C. W. Duggan (Secretary).

The PRESIDENT said—The object of this meeting is to consider what further steps are necessary in dealing with plague, more especially with reference to overcrowding. I am convinced that overcrowding is an important factor in the causation of the recurring epidemics of plague. That overcrowding exists in the Chinese domestic buildings is generally admitted. To prove that, a week ago to-day I had a return prepared by Inspector Phillips of certain floors in different houses. He has taken 12 floors in different houses in No. 9 district, and gives the floor area, cubic capacity, the number of occupants, the legal number of occupants, and the number of cases of plague there from 1896. From this return it will be seen that the number of occupants of these 12 floors is 181, whilst the legal number is 133. That is to say, there are 48 more persons in these 12 floors than there ought to be. An excess of 48 in 12 floors means an average excess of four in each floor. There are 2,619 floors in the whole of No. 9 district, and on this basis the district is overcrowded to the extent of 10,000. I take it that it is our duty as a Sanitary Board to deal with this question of overcrowding, but we must do so if possible in a practicable manner. The steps to be taken ordinarily in non-epidemic times to avert overcrowding under Ordinance 24 of 1887 are as follows:—The first one is to ascertain whether the building is in an overcrowded condition. The second is to serve a written notice on the tenant or householder to abate such overcrowding within a period of one calendar month. The third is, if the notice is not obeyed, the Board can apply to a magistrate to issue a summons upon the person upon whom the above notice was served. Number four is, if it is proved that the house is overcrowded to the satisfaction of the magistrate, he makes an order for the abatement of the nuisance. Number five is, if the magistrate's order for the abatement of the nuisance is not complied with a summons should be taken out under section 75 for the enforcement of a penalty for disobeying the magistrate. This is the course laid down by our Legislature for dealing with this nuisance in ordinary non-epidemic times. After all this has been done what happens? That at the end of the month the people have left the overcrowded house and overcrowded another one. That was found to be the case in 1894. I maintain that this procedure is impracticable and I suggested that the Board recommend the law officers of the Crown to prepare an amendment of the Ordinance so as to enable the Board to abate this nuisance by some more simple and speedy procedure. No. 9 health district can, however, be dealt with now in a much more expeditious manner under sections 31 and 37. Section 31 reads:—"Whenever any part of the colony appears to be threatened with or is affected by any formidable epidemic, endemic, or contagious disease, the Governor, with the advice of the Executive Council, may, by proclamation from time to time, direct that the provisions contained in sections 32 to 37 of this Ordinance, both inclusive, be put in force

in the colony, or such part thereof as by such proclamation may be specified, and may from time to time revoke or renew any such proclamation; and, subject to such revocation and renewal, every such proclamation shall be in force for such period as in such proclamation shall be expressed, and every such proclamation shall be published in the *Government Gazette*, and such publication shall be conclusive evidence thereof." Section 37 states:—"When any such proclamation is in force, and upon any evidence that the Board may deem sufficient that any premises are so overcrowded as to be injurious to health, the Board shall have power to make such order as it shall see fit to abate such overcrowding, and the householder, tenant, or occupier of such premises who shall permit such overcrowding to continue after such order shall have been served upon him shall forfeit a sum not exceeding one hundred dollars for every day during which such overcrowding shall continue, and in default of payment he shall be liable to imprisonment for any period not exceeding three months." According to these sections the Board has power to make this order straight away without any delay at all, only in order that that may be done it will be necessary for the Board to recommend the Governor in Council to proclaim the district as being part of the colony where plague exists. It might appear that the Board has neglected its duty in not dealing with this nuisance earlier. However, such is not the case. The Board in 1896 had the question before it and both Mr. Ede and the Medical Officer of Health then suggested to the Government that a more expeditious way of dealing with overcrowding be provided in the proposed new health Ordinance. The matter of overcrowding has also been dealt with by the Board in regard to opium divans and lodging-houses, both of which have been brought under the law. Again, only as recently as last year the Government were informed by the Board in the report on the Insanitary Properties Commission, section 20, that we were not satisfied that the provisions of section 9 of Ordinance 15 of 1894 are sufficient for the purpose of preventing overcrowding. Notices have also been served upon overcrowded houses during the last three years under the prolonged and tedious procedure already detailed, but in order to do this to any extent, an increased staff will be necessary. I move, "That the Board advise that No. 9 health district be proclaimed by the Governor, with the advice of the Executive Council, as a part of the colony affected by plague, and that he directs that the provisions contained in sections 32 to 37 of this Ordinance be put in force in this part of the colony."

Dr. CLARK—I beg to second that proposal, Sir, and I should like to say a few words in regard to the question of overcrowding in the city of Victoria. The prevention of overcrowding has two aspects. (1) The overcrowding in dwellings, by which I mean the occupation of a domestic building by such a number of persons that the floor space and cubic space required by sec. 9 of Ordinance 15 of 1894 (namely, 30 square feet and 400 cubic feet per head) is not allowed. (2) The overcrowding of dwellings, or "surface crowding" as it is termed, which unhappily exists to a very serious extent in this city of Victoria. With regard to the first question—that of overcrowding in dwellings—the Board are aware that the matter is already fully dealt with as far as regards common lodging houses, opium divans, and mat-sheds, and during last year 136 prosecutions for the overcrowding of such premises were instituted by me and 129 convictions obtained. I submit that overcrowding in tenement dwellings does not exist to any great extent in this city and my reasons are as follows: We had last year 7,042 Chinese dwellings with 18,801 floors in the city and the Chinese population of the city was 164,250; this works out at a little over 23 persons per house or about 84 persons per floor, and there are very few Chinese floors so small that they will not legally accommodate 8 persons, while many will accommodate 3 and 4 times that number. When I tell you that this Board room will legally accommodate 25 persons and that it is not any longer (40 ft.) than an ordinary Chinese floor and but little wider,

I think you will appreciate the fact that overcrowding—as now defined by Ord. 15 of 1894—in domestic dwellings, can hardly be said to exist in this city to any great extent. I am inclined to think that the President has been somewhat misled by the figures given to him by Inspector Phillips. As the Board are aware, a large number of cases of plague have occurred in No. 9 Health District, and a certain number of those houses are unoccupied owing to deaths from plague—but the ordinary population of the District—Hakkas mostly, have not left the neighbourhood—they are for the time being to be found in contiguous dwellings. Hence there may be now some amount of overcrowding in that district, but not to anything like the extent suggested by the President, whose estimate, be it noted, is based on the inspection of twelve selected floors. But at ordinary times and periods this is not so, for the population of No. 9 District (census figures) was 24,435 and the number of floors 2,619. This works out at 9.3 persons per floor and as a floor 13.6 x 20 ft. will accommodate that number, and almost all the floors are larger than this, I submit that overcrowding as a general thing does not exist to any great extent, except perhaps during such periods of distress as No. 9 district is just now passing through. As a further argument in support of my contention the Board will no doubt remember that in 1888 a Committee was appointed, consisting of Mr. Mitchell Innes and Mr. N. J. Ede, to report fully on the question of overcrowding in houses of the city of Victoria, and after a most elaborate and complete enquiry extending over nearly two years, they reported that 745 houses in the city out of a total of 6,854 houses were overcrowded, this overcrowding amounting to the fact that 107 persons occupied the space legally allowable to 100 persons. This was before any regulations for the prevention of overcrowding in common lodging houses, opium divans, and mat-sheds had been adopted by the Board and the legislature, and I claim therefore, from these figures, and from our preloved inspections, that what overcrowding does exist in this city is to be found almost entirely in such buildings, and that we have already, and have put in force, the necessary processes for its abatement. The method of procedure for the abatement of overcrowding in tenement dwellings is, as I pointed out to the Board in 1896 and have again recently pointed out to the Government, cumbersome and defective, but when this small defect has been rectified, the powers of this Board will in this respect be adequate. But, now, Sir, I must take up the far more serious question of the overcrowding of domestic dwellings, or surface crowding, which exists to such an alarming extent in this City. This "surface crowding" is a matter which has been brought to the attention of the Government at intervals during the past 25 years. In 1874 the late Colonial Surgeon, Dr. Ayres, directed attention to the matter; in 1882 and again in 1890 Mr. Osbert Chadwick spoke most forcibly, in his Reports on the sanitary condition of this colony, of this very matter. In 1889 Sir William Des Vœux reported to the Secretary of State for the Colonies that one of the principal objects of the Praya Reclamation scheme was "to afford an opening for relief from the present overcrowding of the population," but unhappily this object has not been attained to any great extent, for almost the whole of the Reclamation bids fair to be occupied by large godowns and blocks of offices. In 1894 both the Permanent Committee of the Sanitary Board and the "Committee on the Housing of the Chinese" directed attention to the amount of surface crowding which existed in this city, while in my Annual Reports I have reiterated their statements and endeavoured to show by statistics that the surface crowding here is greater far than in the most densely populated metropolitan districts of the City of London. Again, the Insanitary Properties Commission appointed in 1897 dealt largely with this matter and recommended further legislation—hopelessly inadequate I admit—on the subject. The Sanitary Board, at the request of the Government, deliberated upon the Report of this Commission and submitted a report of its own, dated June 9th, 1898, dealing fully with the various points raised by the evidence taken before the commission and making a number of suggestions which, if adopted, would unques-



tionably tend largely to abate this surface-crowding. As a result of all this, a Bill, was read for the first time in the Legislative Council on the 22nd day of November, 1898, but this Bill has not yet become law. The recommendations of this Board made in the Report of June 9th last are, I claim, most temperate and were subscribed to by every member of the present Board except Mr. Osborne, who was not then with us, and if the Legislature will adopt our recommendations—and nothing short of them will in my opinion be of any avail—we may hope in time to have a healthy and wholesome city. These recommendations comprise (1) the provision of back yards or areas; (2) the amendment of the present almost ludicrous regulations concerning the height of buildings whereby a house fronting a street 15 ft. 1 inch in width may be as high as one fronting a street 20 ft. in width. The deplorable result of this regulation is to be seen any day in the new 3 and 4 storey buildings which are being run up to replace old 2 storey buildings. (3) Revised rules as to cocklofts and cubicles; (4) the draining and lighting of private streets and lanes, and one or two other smaller matters. Pending this further legislation, however, I desire to again direct the attention of this Board to sub-section 7, of section 13 of the Public Health Ordinance whereby the Board is authorised to make bye-laws for "the closing of premises unfit for human habitation and the prohibition of their use as such" and I propose to submit to you a draft bye-law based entirely upon one of the recommendations contained in our unanimous Report of June 9th last, and to be made under this sub-section. How this or any other similar bye-law will accord with section 23 of the same Ordinance, when read in conjunction with section 16 sub-section 1, is a matter which the law officers of the Crown must be asked to decide, and I suggest therefore that before it is brought before the Board for adoption, the Government be asked to obtain the advice of the law officers thereon. To show, however, that we have done something in the meantime to abate this surface overcrowding I may mention that last year the Board, upon my advice, ordered the closure of the following premises as unfit for habitation:—No. 1 Chuk Hing lane, ground floor rooms; Nos. 3, 4, 5, 6, 7, and 8, Sai Wa lane; No. 3, Western street; and this year a similar procedure has been adopted in respect to No. 1 to 22 Sheung Fung lane; No. 239, Hollywood road; and Nos. 1 to 8, Tung Tak lane. The following is the bye-law which I propose should be submitted to the Government for the advice of the law officers of the Crown, and if *intra vires*, made by the Board forthwith:—"Any domestic building which is not provided with an open space in the rear, of an area equal to that mentioned in the following table, shall be deemed to be unfit for human habitation, and the Sanitary Board hereby prohibits the occupation of such building between the hours of 11 p.m. at night and 5 a.m. on the following morning by persons other than a carptaker, unless all such persons be actively engaged in carrying on the work of some business or manufacture:—Houses not exceeding 40 feet in depth, 50 sq. ft.; houses exceeding 40 ft. not exceeding 50 ft., 90 sq. ft.; houses exceeding 50 ft. not exceeding 60, 130 sq. ft.; houses exceeding 60 ft., 175 ft. Provided always that the Sanitary Board shall have power in special cases, to grant a partial or total exemption from the provisions of this bye-law."

The PRESIDENT—I think we might take my resolution first and then take yours.

This was agreed.

The VICE-PRESIDENT—If that resolution is carried I presume that effect of the action taking in accordance with it will be to drive the population in excess of this legal limit out of No. 9 district into some other part or parts of the colony. It seems to me that in view of the fact that No. 9 health district is more affected with plague than any other district this is an extremely dangerous thing to do. If it is desired to take the people, or any of the people, out of this district, the proper thing to my mind to do is to secure for them elsewhere empty and sanitary houses, and to transfer the surplus population to those houses, and to ensure that they remain in them. That is a pretty big job. It was done in the plague of 1894 on the suggestion and under the surveillance of one of

the most practical men in the colony, Mr. J. J. Francis, and the manner in which it was done was as follows:—fifty soldiers of the infantry regiment were posted along all the side streets from the dwellings from which the people were removed to the dwellings to which they were to be removed, and they were driven along like a flock of sheep, and when they had been placed in the new houses steps were taken by the police that they should not leave those houses. And, moreover, a military cordon of 100 men of the Asiatic Artillery was drawn across the portion of the city into which it had been feared they might spread, and by means of all these elaborate and somewhat expensive precautions these people who had been removed from the infected area were kept in new habitations and were not allowed to disperse over the colony. In my opinion it is only fair to portions of the city which are less infected with plague, that if anything is done to disturb these people it should be done on the same lines. I do not know whether there are sufficient empty houses to receive this surplus population, and I do not know whether the plague in No. 9 district is really severe enough to justify these exceptional and exceedingly troublesome measures, which would entail a great deal of supervision. I am inclined to think that the necessity is not grave enough, and that the wisest thing to do would be to leave these people where they are, although some of the houses may be somewhat overcrowded, as some of them appear to be, from the President's remarks. Therefore, I myself am not prepared to support the resolution, and as I have said I do not think the case is serious enough to justify me in moving as an amendment that the exceptional steps I have mentioned should be taken. Looking at the whole question of overcrowding my experience leads me to believe that the views of the Medical Officer of Health are correct, that is to say, that overcrowding in tenement houses in this city does not exist to any very great extent. That it exists in coolie houses and opium divans, and I may mention brothels, is a fact, and it is dealt with by the Board in the coolie houses and opium divans; but it is a curious fact that these coolie houses and opium divans do not suffer from plague like tenement houses do, and that although perhaps we may have a certain amount of overcrowding in dwellings occupied by Chinese, as long as there is a free circulation of air no great harm results. Where the plague takes root is in the domestic dwellings which are cut up with cubicles and in which the free circulation of air is very materially obstructed. I think there is no very great cause for alarm on the score of overcrowding in dwellings. The procedure to stop this is cumbersome some, and I think we ought to take steps to render it more simple, doing at the same time as much as we can to prevent any overcrowding that does exist. What is far more important, as the Medical Officer of Health pointed out, is the surface overcrowding. I think anybody who has the welfare of this colony at heart must view with consternation the building operations which are being carried out at the present time. I refer to the tendency—and I may call it more than a tendency—which is becoming universal to build up storey upon storey and to convert the city of Victoria from a city of houses of two storeys into a city of houses of nothing less than four storeys. If something is not done to put a stop to this I feel certain that the last state of this city will be ten times worse than the first state. The old Taipingshan was bad, although the houses had only two storeys, but the new Taipingshan when covered with houses four storeys in height in my opinion will be a good deal worse. In our report of the 9th June, 1898, on the report of the Insanitary Properties Commission, we recommended the Government to legislate so as provide for a very much larger open space in the rear of domestic dwellings, both new and old. These spaces are given in paragraph 5 of our report, and in paragraph 23, where we refer to section 66 of the Public Health Ordinance, No. 24 of 1887, we recommended that these spaces should apply to both old and new houses for the sake of uniformity, and we also pointed out that the extreme moderation of the recommendation made by the Sanitary Board

in 1896 and by Dr. Clark before the Commission was explained by the fact that the measure proposed were to be supplemented by the enforcement of the provisions of that section of the Public Health Ordinance in the case of all new buildings. That is to say that the Board in 1896 and the Medical Officer in his evidence before the Insanitary Properties Commission explained themselves as satisfied with something less in the matter of open spaces in the rear of existing houses than we recommend in our report, provided that section 66 of the Public Health Ordinance were made retrospective. We for the sake of uniformity asked for a little less than what would be entailed on new houses by that section. If we cannot get the increased spaces for existing houses set out in paragraph 5 of our report we must fight to the very uttermost of our power to get section 66 of the Public Health Ordinance made retrospective; nothing else will save this city. If that were done we could at any rate say to ourselves that 50 years hence, when these horribly insanitary dwellings with which this city is now filled had fallen down, we will have a fairly healthy city of Victoria. Finally I say that the grave danger that threatens this city is not overcrowding in dwellings, but the surface overcrowding to which the Medical Officer has alluded. We will do our best to stop the overcrowding in the houses, and if these cocklofts and mezzanine floors and bunks and shelves and all sorts of contrivances which the Chinese put up when they wish to put more people in a room than ought to be there are absolutely and ruthlessly prohibited there will not be overcrowding to any extent in Chinese tenement houses, for this simple reason, that where a floor is occupied by families there you have cubicles, and after all the floor can only contain so many cubicles and each cubicle is inhabited by a separate family. Therefore it goes without saying that it is a physical impossibility to have overcrowding to any very great extent in floors where there are cubicles if cocklofts, etc., are abolished. If our recommendations as set forth in this report were adopted I believe the overcrowding in tenement houses would be reduced to a minimum. It is easy enough to deal with coolie houses. We have dealt with them and the only thing that remains for those who have the sanitary condition of this city at heart is to insist that houses shall not be built in excess of the height we have recommended in paragraph 25 of our report, that is to say, one and a half times the width of the street which they front. I do not think any landlord has any right to complain if the Government, backed up by the public opinion of this colony, says to them, "You have a house which is two storeys in height on a given piece of ground, and you shall not put a house any higher on that ground." He has enjoyed his house at two storeys and has got a very good rent for it. He gets a bigger rent now than when he bought the land, and why should he be allowed to put up a skyscraper to the detriment of the entire population of this city simply for the sake of gain? I trust that the community of this colony will awake, and awake early, to a sense of what is passing around us, because if it does not it will find itself in a very awkward condition ten or fifteen years hence, and I shall be very much surprised if this enlightened community, and a British community to boot, is going to allow the health of this important centre of trade to be jeopardised simply and solely for the benefit of a limited class, the landlords of this colony. I do not want to take anything away from the landlords unjustly, but I say that what we have recommended here in this report is reasonable and that if passed into law no serious injustice would be done to any man.

The PRESIDENT remarked that most of the houses in No. 9 district were occupied by coolies. That information was given him by one who ought to know—by one of the most prominent Chinese residents in the colony.

Mr. BREWIN—About Queen's Road there are lots of families.

The PRESIDENT drew attention to the fact that the Board must have evidence that the premises were overcrowded in the first instance, but this information could be easily obtained by their inspectors.



Mr. OSBORNE spoke against the proposition. He said that as the Vice-President had pointed out, if they disturbed these people they were running the risk of carrying the infection to other areas. Therefore it was better for the moment to let them remain where they were. But in any case, if this overcrowding existed he did not think they ought to have it brought home to them by a recurrence of plague. They ought to have found it out before. Their inspectors ought to have told them about it, and they could have taken steps at the time. He thought it was quite right they should do something, but he did not think they should do it now, and he proposed as an amendment that this matter be reconsidered three months hence.

The Hon. R. D. ORMSBY seconded, and the amendment was carried, the mover and seconder and the Vice-President and Mr. Brewin voting for.

The Hon. R. D. ORMSBY said that plans for the alteration of two-storey houses into four-storey houses came into him almost every day. He added that he got a notable one the other day and he had brought it down with him. Mr. Ormsby pointed out to his colleagues what could be done under the present law in this respect.

On the motion of Dr. CLARK, seconded by the VICE-PRESIDENT, it was decided to forward the draught bye-law read by Dr. Clark to the Government for the advice of the law officers of Crown as to its legality.

Mr. OSBORNE, while ready to support Dr. Clark's proposal, said it seemed to him they were merely adding bye-law to bye-law and only tampering with the subject. Some six months ago, after they had experienced three or four outbreaks of plague, they arrived at the conclusion that they must do something. A Commission sat and reported. Bye-laws were drafted and there was a good deal of talk all round the colony, and here they were after the fifth outbreak of plague and very little done. This bye-law if it passed into law might effect something, but he should like to see the Sanitary Board pressing the matter home on the Government too. It was their business to do so, and keep pegging away until something was done. The Bill which was sent up six months ago had been lost sight of apparently, as far as they were concerned. It might have been too drastic in its requirements, but still even if it were it might have effected something, and he should like to move that the Government be asked to state what was being done in connection with this Bill.

Mr. BREWIN seconded and the motion was carried.

This was all the business.

### PIRACY ON THE WEST RIVER.

#### A BRITISH STEAMER HELD UP.

##### HOW THE CHINESE TORPEDO BOATS ARE EMPLOYED.

Information has been received that Messrs. Banker and Co.'s s.s. *Wo On* was held up on 22nd May last at Kamchuck, on the West River, cargo being taken and passengers robbed to the extent of \$7,000. There are three Chinese torpedo boats on the river to assist the *Sandpiper* to suppress piracy. One of them passed the *Wo On* while the latter had her flag flying reversed but took not the slightest notice of her. The captains on the West River report that these torpedo boats do nothing but tow junks up and down from port to port, and as they get their coal gratis from the Government they make a nice squeeze for themselves. In the evenings they make a practise of anchoring in the creeks and becoming for the nonce flower boats, being crowded with singing girls.

##### FURTHER DETAILS.

We have been able to glean some further details as to the case of piracy which took place on the West River on Monday of last week, when Messrs. Banker and Co.'s steamer, the *Wo On*, was taken possession of by a party of pirates who had embarked as passengers and money and goods to the value of \$7,000 taken.

It seems that many of the passengers were women who had considerable sums of money on their persons. The engine-room doors and the doors leading to the passengers' quarters were not shut, as they should have been, when

the launch reached Kumohuk Rapids, and when a certain signal was given the pirates were able to swarm over the launch and take everything in their own hands. They were all armed and apparently resistance would have been useless. One party took possession of the main deck and the other of the upper deck. The captain was ordered to steer in the direction of Kongmoon. He did so, and on arriving there the pirates found some of their confederates awaiting them with a couple of lighters and sampans. The sampans set out for the launch and the pirates got into them and made off, having previously told the captain he could go.

The *Wo On* is a large launch—some 178 feet long—and can go at the rate of 12 knots an hour. The wonder is, therefore, that it did not strike the captain to run the pirates down, as he could easily have done so when they were in the sampans. He, however, made his way at once to Canton, which is six hours' steaming away, and reported the matter there. In the meantime the pirates got clear away. There is no truth in the story about the *Sandpiper* coming up with them.

### A STEAM LAUNCH IN DIFFICULTIES.

#### A PROVIDENTIAL ESCAPE.

On Saturday the steam launch *Lacsan*, which left Hongkong on Wednesday morning of last week under Captain Taylor for Iloilo, returned to the harbour in a battered condition, being towed by the *Chan Tung*.

It was about half-past five in the morning when the *Lacsan* left Hongkong, and she sighted the Waglan Light at ten minutes to seven, when the captain set his course. About half-an-hour afterwards Captain Taylor found he was making water fast and that the pipes had begun to choke, and he accordingly steered for Taitam Channel. At 10-30 he made fast to a junk and a new bilge pipe was put in. At 4 p.m. the launch proceeded on her way. At 8 p.m. the sea began to rise and a freshening breeze came from the north-east. At midnight, there being still a heavy swell, the launch slipped a lot of water. The following morning the sails were set with a view to steadying the launch, but they soon had to be taken in again. Then the water commenced to rush into the engine-room, and this caused the crew to refuse to proceed any further. The engineer informed the Captain that the pumps, which up to now had been kept steadily at work, had given out and could not be repaired. Then the feed pipe became choked, and it was decided to return to Hongkong.

At that time the launch was in latitude 20-50 N. and longitude 115-2 E., and it was subsequently found that she was within 20 miles of the typhoon, of which due warning had been given in Hongkong.

At about 4-30 on the morning of the 26th the launch reached Tankam Head. Water was rushing into the engine room and the fires had been extinguished, the bottom of the boiler also threatening to fall out. In this dilemma the Captain sent a boat in charge of the chief mate to Waglan Light for assistance. The boat, however, came on to Hongkong.

In the meantime the *Lacsan* continued to struggle home, and soon the *Chang Tung* hove in sight and asked if any assistance was required. Captain Taylor said no, but about ten minutes afterwards the bottom of the boiler gave out, and the *Chang Tung* was immediately called back and towed the disabled launch into Hongkong.

### THE TROOPS AND THE RECENT OPERATIONS.

#### COMMENDATION BY THE GENERAL.

The following appears Garrison Orders, dated 20th May, 1899:—

The General Officer Commanding wishes to express to all ranks under his command his hearty appreciation of the conduct of the troops during the recent operations in the New Territory. His Excellency fully recognizes the arduous work which the Troops were called upon to perform, and it has given him great pleasure to be able to report to the Commander-in-Chief, that the conduct of all ranks was

excellent, that they worked most cheerfully under most trying circumstances, and upon an occasion when there was not the prospect of actual fighting, to incite them to individually overcome the difficulties and hardships with which they were surrounded.

### STRANGE DISAPPEARANCE OF CAPTAIN MONCUR.

#### FEARED SUICIDE.

At about eight o'clock on Wednesday morning the Indo-China Company's steamer *Fausang* arrived in the harbour flying a flag half-mast high. She was boarded by the police and an explanation asked for. Chief Officer T. A. Mitchell thereupon stated that the *Fausang*, which had come from Java, anchored the previous evening off Waglan. Early on Wednesday morning he found in his cabin a note addressed to him by Captain Moncur. We are unable to give the contents of the note in full, but in this note the captain said he had gone over board and gave certain directions as to the settlement of his affairs. A thorough search of the ship was at once instituted, but nowhere could the captain be found, and accordingly the vessel was brought on to Hongkong without him and the strange affair was reported.

Captain Moncur was 42 years of age and was well-known in the colony.

### COLLAPSE OF VERANDAS IN QUEEN'S ROAD CENTRAL.

#### TWO MEN KILLED AND TWO INJURED.

The danger to which the public of Hongkong are exposed from the many jerry buildings scattered about the city has been forcibly brought to the front by an accident which occurred in Queen's Road Central on Tuesday evening resulting in the death of two Chinamen and serious injury to two others.

At about half-past seven the second floor verandahs of houses 311 and 313 (three-storey buildings) gave way and fell into the street with a loud crash, taking with them the verandahs below and the fronts of the houses. Fong Ling Cheung, who was visiting at 313, and Mong Ki Mi, who lived at this address, were sitting writing on the second floor verandah and both were killed, one being buried beneath the debris in the street and the other going no further than the verandah below. Another man named Yan Yik, an accountant, who was sitting near them, was seriously injured, as also was Wong Pong, who was on the verandah below.

Chief Detective Inspector Hanson and Inspector Warnock were soon on the spot with a party of men searching among the debris, but the quantity of the latter was so great that it was not until one o'clock on Wednesday morning that the last man was brought out. When freed he stretched himself out to see whether any bones were broken and essayed to stand, but found he was not able to do so. It was some time before he could be made to realise what had happened. He and the other injured man were taken to the Government Civil Hospital, whilst the bodies of the killed were removed to the Mortuary.

It is little short of a miracle that no passers-by were hurt. At this time in the evening Queen's Road Central is crowded, and there is also a ricksha stand opposite the houses in question. As it happened, however, there were no rickshas there at that time; nor does there appear to have been anyone passing just then. If there had been it is difficult to conceive how they could have escaped with their lives, for the stones, bricks, and timber completely blocked the road. Some of the stones are of great weight.

No one making an inspection of the premises can wonder at what has happened, for the verandahs do not appear to have built into the walls and the stays were by no means sufficient. There are no doubt other buildings similarly situated in the city, and in Queen's Road Central too, and it behoves the authorities to look into them ere other lives are lost by a like catastrophe.



### OPIMUM SEIZURES ON BOARD STEAMERS AT SAIGON.

An important seizure of opium took place at Saigon, on the 17th May, on board the German steamer *Ingraban*. The vessel was just about getting up her anchor to leave when, acting upon information supplied by an informer, two Customs officers appeared on board to make a search. The officers went straight to the spot where the opium was concealed almost with their eyes closed. The *Courrier de Saigon*, in a report of the affair, says it was evident that the captain knew nothing of the fraud, in which only the Chinese crew, or possibly rival informers, were interested.

Our contemporary continues:—Notwithstanding the protests of Captain Piper, the Customs placed an embargo on the *Ingraban*, which, in order that she might continue her voyage, had to give security at the German Consulate. It seems strange that these things happen, and that it is always at the moment of departure that the seizures are made. There is a disquieting mystery about this which should be probed to the bottom. The port of Saigon is becoming impossible. Foreigners speak of boycotting it, in view of events such as that just narrated.

### VICTORIA RECREATION CLUB.

#### ANNUAL GENERAL MEETING.

The annual general meeting of members of the Victoria Recreation Club was held in the Club Gymnasium on 29th May. There was a good attendance, presided over by Commander W. C. H. Hastings (R.N. retired), who was supported by Messrs. T. H. Reid, M. A. A. Souza, G. L. Duncan, F. Lammert, W. H. Potts (hon. treasurer), and W. S. Bailey (hon. secretary).

The CHAIRMAN said.—Gentlemen, you have had the report some time in your hands, and according to the usual custom I will ask you to take it as read. Your Committee comes before you with what must be considered, taking it altogether, a very satisfactory record of the year's work. Although the success of a Club—and such a Club as ours—cannot be gauged solely by the state of its bank account, it is satisfactory and comforting to know that we close the year with a very substantial balance in our favour, and, in view of possible contingencies, this satisfaction is increased when we note the addition of no less a sum than \$3,000 to the Reserve Fund, which now stands at \$4,040 on fixed deposit with the Hongkong and Shanghai Bank. The Club is prospering, and even if your Committee modestly feel that they, by their management, have contributed to its prosperity, this great success could not have been achieved without the loyal support of the members. The Club is now prepared to face the proverbial rainy day when it comes, and as soon as the question of a new site is settled the Committee you may then have in power will have in the present reserve fund a nucleus on which to build a handsome and more suitable Club house than you have had in past years. Your Committee regrets that it has no definite information to give with regard to the new Club-house. The future prosperity of the Club, if not its very existence, depends upon the decision of the Admiralty on this question. As yet nothing has been decided, and all we can say is that no effort has been spared to enable the Club to obtain a site in front of the present one, and we hope the good offices of Commodore Powell will be added to those of Rear-Admiral Holland, who proved himself to be a true friend of the Club during the whole of his stay in Hongkong. Until the decision of the Admiralty is given no permanent improvement need be attempted. I am sure the members will recognise this; and all we can do in the meantime is to keep the present building in as good a state of repair as possible. Improvements have been made in the Gymnasium and some very necessary repairs carried out, and we hope there will be an increased interest in the gymnasium in the the current year. The Athletic Sports, which came under the management of the Gymnasium Committee,

were more successful this year than they have been for a few years past, and the substantial prizes offered should help to keep alive the youthful interest in all forms of purely outdoor athletic sports. The bathing accommodation is no better and no worse than it was last year. The interest in water polo has grown considerably, and the members will doubtless approve of a substantial grant made by the Committee to the funds of the Water Polo Association, which provided so many interesting matches last year and which proposes to do the same again in the forthcoming season. We must all sincerely regret that the last Regatta was not productive of better sport. The Committee has considered how best to foster rowing talent and to keep up the standard of the Club's rowing. We hope that arrangements will be made to induce old rowing members to undertake the training of the younger members in the elements of watermanship; and to encourage the youngsters and create a spirit of rivalry the retiring Committee suggest that the new Committee to be elected at this meeting should give a monthly prize for Scratch Fours, or for such other races as may, in their opinion, lead to this much-desiderated improvement in rowing. This is a matter that lies entirely with the members themselves. If there are any other suggestions I am sure the Committee will gladly give them careful consideration. With these few remarks I have much pleasure in moving the adoption of the report and passing of the accounts.

Mr. W. MOLLISON suggested that in connection with rowing a handsome prize should be provided by the club—he meant a prize worth rowing for—for a scratch race, each crew to carry two griffins, and the winner of the first race to be handicapped in the second. It might take a considerable time before the prize became the property of any crew, but with a handsome prize he thought they could get up a few good crews.

The CHAIRMAN thought the suggestion a very good one. He was sure the committee would be very glad to consider it later on.

Mr. F. W. WHITE seconded the adoption of the report, and the motion was carried.

The election of officers was then proceeded with.

Mr. BAILEY proposed the re-election of Commander Hastings as Chairman.

Mr. MOLLISON seconded, and the proposition was carried with acclamation.

The CHAIRMAN remarked that Mr. Bailey had resigned the post of secretary, and he proposed a hearty vote of thanks to him for the efficient way in which he had worked since Mr. Machell went away. Mr. Machell would be with them again—he could not exactly say when—and he suggested his re-election as secretary. In the meantime no doubt the committee would be able to make arrangements for carrying on the work. He proposed that Mr. Machell be re-elected secretary.

Mr. BAILEY, in seconding, thanked the Chairman for his kind observation, and said he greatly regretted that his business engagements prevented his attending to the duties of secretary during the coming year.

The proposition was carried with acclamation.

Mr. W. H. POTTS was re-elected hon. treasurer on the motion of the CHAIRMAN, seconded by Mr. T. H. REID.

Before proceeding to the election of the committee Mr. MOLLISON threw out the hint that the members of the committee should show a little more energy in the department to which they were appointed, an observation which elicited several "hear, hears."

The following were elected on the general committee:—Messrs. W. Armstrong, W. S. Bailey, G. A. Caldwell, A. Denison, T. H. Reid, E. D. Sanders, M. A. A. Souza, T. Yule, and F. Lammert.

The following were elected on the balloting committee: Messrs. H. E. MacKenzie, M. McIver, T. Meek, E. J. Mengens, G. Mollison, A. P. Nobbs, J. Reidie, A. Silverthorne, C. McD. Smart, and W. A. Stopani.

A vote of thanks to the Chairman concluded the proceedings.

### THE "STAR" FERRY COMPANY LIMITED.

The first ordinary annual meeting of shareholders in the above company was held at the office, No. 4, Praya Central, on the 30th May. The chair was occupied by Mr. E. S. Wheeler, and there were also present the Hon. C. P. Chater, Messrs. P. Sachse (directors) E. Osborne (secretary), A. Haupt, A. Mackenzie, T. H. Reid, H. N. Mody, W. Hutton Potts, J. M. Beck, I. P. Madar, G. H. Wheeler, W. Newton, W. F. Hatherley, W. J. Terril, C. Xavier, Lo Cheung Shui, Kam Fuk, and Fung Chi Shang.

The SECRETARY read the notice convening the meeting.

The CHAIRMAN said.—The report and accounts which have been before you some days deal with the first year of the company's existence, and it no doubt affords you gratification to note the satisfactory results of the working. The amount of \$8,992.19 set down for repairs includes also the cost of structural alterations it was deemed advisable to make to the older boats to strengthen them against the great straining to which they are subjected in going alongside the wharves. Our boats are all in good order, and your directors do not consider that they have depreciated in value or that it is necessary on the present occasion to write anything off the amount they stand at in our books; we recommend instead that \$5,000 be written off the less liquid asset of goodwill. With our property exposed to the dangers of navigation, which are not diminished by the absence of any fairway on the route our boats take, we consider it necessary to build up a reserve fund, and we propose to appropriate \$2,000 as a commencement of that fund, which I hope it may be a long time before we have to draw on. The double-ended boats have proved so successful and are appreciated so much by Europeans and Chinese that we propose to replace the two old launches by double-enders as quickly as funds will permit; in fact a third boat would by now have been on the stocks but for a difficulty with regard to the number of passengers the Government will allow these boats to carry. The Government will not license the upper deck because the Ordinance which deals with the subject makes no provision for such a deck or in fact for such boats as these. There is no question whatever of the safety of this deck—it was specially designed to carry passengers, and is admittedly a perfectly safe and proper place to carry them. We hope that the Government may take steps to make the necessary addition or amendment to the Ordinance before long. We hesitate to build such expensive boats while there is any doubt as to whether we shall be allowed to make the fullest use of the accommodation provided. Unless the difficulty can be got over we shall probably have to abandon the upper deck, though by so doing the boats will be far less convenient for passengers. The matter is of considerable importance to the company, and I may say to the public also. I do not know that there is anything more I can say with regard to the operations of the company. If there are any points upon which you desire information I shall be glad to answer any question.

No questions being asked, the report and balance sheet were adopted, on the motion of the CHAIRMAN, seconded by Mr. G. H. WHEELER.

On the motion of Mr. T. H. REID, seconded by Mr. NEWTON, Mr. E. S. Wheeler was re-elected a director, and the appointments of the Hon. C. P. Chater and Mr. P. Sachse were confirmed.

On the motion of Mr. J. M. BECK, seconded by Mr. P. SACHSE, Mr. W. Hutton Potts was re-elected auditor.

The CHAIRMAN.—That is all the business gentlemen. I am sorry some of you had to wait so long owing to the dilatoriness of others. Dividend warrants will be posted this afternoon.

We are glad to learn that Mr. Robert E. Nelson, R.N., has just been appointed Naval Instructor to the Imperial Chinese training ship *Tangchi*. Mr. Nelson is well qualified for this post, as for many years he occupied a similar position on board the Chinese training ship *Weiyuan*, that was sunk by the Japanese at Weihaiwei, on June 21st, 1895.—N. U. Daily News.



## RAUB.

The following is the Manager's report for the month of April 1899:—

**Raub Hole Section.**—The only work being carried on here is sinking the winze below the 220 ft. level and driving the crosscut East at the same level.

The Winze is now down 46 ft. and it being sunk practically dry alongside the lode. It is my intention when the winze is down 50 ft. to break into the lode and see what it is like.

The Crosscut going East from this level is now in 176 ft. from the level. The whole of this distance has been driven in hard black slate; the ground in the face is now a little better for driving. As this is a purely prospecting drive to test the ground to the east of the Raub hole shaft it is impossible to say what we may meet with. What makes this work very expensive is the small amount of development work being carried on for the heavy water we have to contend with in the mine.

**Bukit Hitam Section.**—This section lies about  $\frac{1}{2}$  mile North from the Raub Hole.

The work being carried on in this mine is simply prospecting and opening up the ground as a preliminary guide to me in starting permanent work to open up the mine. The work is being carried on at a depth of 100 ft. from the surface and so far as it has gone it is of an exceedingly promising character. The shaft is 7 ft. by 4 ft. clear of timber. In sinking this shaft at a depth of from 70 ft. to 80 ft. a lode about 3 ft. wide was passed through, the ore from which I estimate to yield two to three ounces per ton. The shaft was continued to a depth of 100 ft. where a plat was cut. In cutting this plat a crosscourse was met with which dislocated the lode, throwing that part North of the shaft about 20 ft. to the East. In the South end of the plat the lode was met with carrying good gold which I estimate at  $2\frac{1}{2}$  ounces per ton. This has been followed South for 250 ft. carrying good gold all the way. The lode is somewhat erratic and irregular in its course.

At 110 feet South a large make of stone joined it, coming in a S. W. direction; where it joins the lode it is fully 32 feet wide and carries fair gold all through. What this body of ore may eventually prove to be I cannot say, as there has not been sufficient work done to thoroughly test it.

The Crosscut going East from this point has been carried in 55 feet, but nothing fresh discovered. As the air was very bad below I decided to sink an air shaft 100 ft. South from the engine shaft. This was started in the old native workings and went 40 feet through old workings; at this depth the lode was met with carrying good gold, which it continued to do down to the level below. Sinking this air shaft has given good ventilation to this half of the mine.

**North Level.**—This level was started on what appeared to be a small formation and was carried in 102 feet without getting anything. As the air was very bad—so bad in fact that I had to put a water drop in the shaft to ventilate it to enable the coolies to work—I decided to sink an air shaft to ventilate the north end. Great difficulty was experienced in sinking this shaft owing to the heavy water we had to contend with.

A Crosscut was started East from the end of the north level right under the air shaft. At 27 feet in this crosscut cut the lode 9 feet wide carrying good gold. We have since driven on the lode 20 ft. It is very irregular but carries fair gold all the way. We have now proved this lode to carry good gold for over 350 ft. in length every probability of continuing for a considerable distance both north and south. This gives a considerable amount of ore reserves above the present level. It is my present intention to start to sink a permanent engine shaft and as the water is very heavy it would be necessary to equip it with heavy pumping gear, as the mine is surrounded by swamps and the nearest workings, Raub Hole, are half a mile distant.

**Bukit Koman Section.**—This mine continues to develop remarkably well, particularly in the Slopes over the No. 1 South Level.

In the No. 1 North Level the work of timbering this level is proceeding steadily. About 100 ft. is finished, but there is a considerable length yet to do.

No. 2 North Winze to connect this end with the 240 ft. Level is down 11 ft. in quartz carrying gold, and we are now preparing to timber and puddle this up to the level of No. 1 Level to keep the water from coming in from this level.

No. 1 South Level.—In the face the lode is about 18 in. wide with a nice flucan on the foot-wall side. It carries a little gold.

In the Slopes over the back of this level Nos. 1, 2, and 3 are small, the lode being 2 ft. to 3 ft. wide of low grade ore, No. 4 is 5 ft. wide of fair grade, No. 6 about 7 ft. wide showing good gold, No. 7 is 30 ft. wide of crushing stuff showing good gold all through. In the slopes going North from the No. 4 air shaft the lode is being taken from 12 ft. to 22 ft. wide of fair grade ore.

No.—2 South Winze being sunk from this level to connect with No. 2 Level is down 38 ft; this winze is making a good deal of water. It is being sunk in quartz carrying fair gold.

No.—2 Level North.—The lode in the face is being taken 8 ft. wide of good grade ore. The lode is of much greater width, how wide I cannot say.

No.—2 Level South.—I am cross-cutting West from the end of this level to intersect a formation going West some distance back in the level.

No.—1 South Engine Shaft.—The winding and pumping plant being erected over this shaft is almost completed and I hope to lower the pump in the shaft next week.

**Bukit Jellis Section 250 feet Level.**—The crosscut going East at this level is in 210 feet from the shaft. The drive for the last 20 feet has been going through quartz leaders, but they show no gold.

**West Crosscut same Level.**—I opened out on the quartz cut 72 feet in from the shaft, but it proved to be only a bunch after driving a few feet on it, it cut out both ways. I intend to stop all work in this level as I believe the ore body we had in the surface workings has cut out and the lode we have in 350 feet level is an entirely new make of stone. This ore body carries a strong body of Antimony ore, samples of which together with a small ingot of the smelted metal I am sending to the Singapore office. The assays give over 50 per cent. Metallic Antimony and 12 dwts. of gold to the ton. Antimony in small quantities has always been recognised as a good sign for gold at Raub, but we have never met with it in such large quantities as it is to be found in the 350 ft. Level.

The ore at present assay is worth about £17 per ton for shipment.

There has not yet been enough work done at this level to say what the ultimate value of this find may be.

We have been unable to do any work in the bottom level during the month owing to the water. There have been several breakages of the pumps causing delays. This has allowed the water to rise in the shaft. At one time there was close on 100 ft. The fact is the pumps, 8 in., are not powerful enough for the work they have to do, and before work can be properly carried on in the bottom more much powerful pumps and gear will have to be provided. Most of the water is coming from the 250 ft. level and above it.

I think it would be advisable to sink this shaft 20 ft. or 30 ft. deeper so as to thoroughly test the deep ground.

**Battery.**—During the month of March and April a good deal of time was lost in putting new foundations under the mill engine. These had been in for 10 years and were completely rotten. The mill was stopped for three days doing this work.

On Monday last the usual two monthly clean-up took place, when 2,511 tons. of ore crushed gave a return of 2,304 ozs. 7 dwts. 0 gr. of smelted gold, being an average of 18 dwts. 8½ grs. per ton. of ore crushed. The battery resumed crushing at 1 a.m. Tuesday morning. The following is the number of tons. crushed from the different mines:—

Bukit Koman	2,318 Tons.
Bukit Hitam	193 "
Total	2,511 "

**Electric Installation.—Sempam Section.**—The dam across the Sempam river is finished and three quarters of the flume from the dam to pipe head reservoir is finished. Pipehead reservoir is finished all but building in the inlet to pipe head. Blocks for carrying the pipe line are all placed in position on the pipe track and all pipes that have arrived have been placed on the track ready to put together. The Power Station is all completed except a few details about the building. We are now waiting for the Generating Machinery and Pelton Wheels to place them in position.

**Cables.**—Only slow progress is being made with this work owing to the roughness of the country, sickness, and shortness of labour. About a mile and a half of posts have been erected with cross arms and insulators placed in position. About two miles of telephone is finished and about one mile of posts have been placed on the track at Raub end.

**New 40 Head Stamp Mill.**—Good progress is being made putting up the buildings, all of the timber being on the ground. All of the machinery is now at Raub for the new mill.

**Dam at Sungai Koman.**—The new dam to supply the mill with water is making good progress. About 7,000 yards of earthwork have been placed in the bank. I hope to have the whole finished in about two months from now.

WM. BIEBY, MANAGER,  
R. A. G. M. Co., Ltd.

## REVIEW.

*Tales of the Malayan Coast. From Penang to the Philippines.* By ROUNSEVELLE WILDMAN, Consul General of the United States at Hongkong. Illustrated by Henry Sandham. Boston: Lathrop Publishing Company. (Hongkong: W. Brewer & Co.)

MR. WILDMAN dedicates his little volume of sketches and stories to "Our hero and my friend, Admiral George Dewey, U.S.N.," whose letter of acceptance is printed in the corner of the dedication page as follows:—"Flagship *Olympia*, Manila, 21 Sept. 1898. My dear Wildman—Yours of 12th instant is at hand. I am much flattered by your request to dedicate your book to me, and would be pleased to have you do so. With kindest regards, I am, very truly yours, GEORGE DEWEY." The sketches and stories are based on the author's experiences afloat and ashore during his nine year's residence on the Malayan coast. "In his official duties as special Commissioner of the United States for the Straits Settlements and Siam, and, later, as Consul General of the United States at Hongkong," he tells us in his preface, he "has mingled with and studied the diverse people of the Malayan coast, from the Sultan of Johore and Aguinaldo the Filipino to the lowest Eurasian and 'China boy' of that wonderful Oriental land." For the Malayan people Mr. Wildman has evidently conceived a deep affection and we have to thank him for a very attractive collection of tales and sketches. Some of them are slight in texture, and they may for the most part be described as sunshine glimpses, but in "Amok" we have the note of tragedy, and one or two of the others are characterised by seriousness of purpose. Mr. Wildman has a pleasant style, but is not uniformly happy when he tries "pidgin" English. "Puddin'" is not "pidgin" for pudding.

A Malay chief asked Mr. Wildman how large America was. Mr. Wildman tried to explain, and in reply to the question whether it was as big as Holland, said "A thousand times larger," whereupon the old fellow shook his head sadly, looked at him reproachfully and said "Dutchman show me chart of the world. Holland all red. Take almost all the world. Rest of country small, small. All in one little corner. How can Rajah say his country big." "There was no denying the old man's knowledge," says Mr. Wildman; "I, too, had seen one of these Dutch maps of the world, which are circulated in Java to make the natives think that Holland is the greatest nation on earth." We had not heard of that little trick before. Russia in her negotiations with China on frontier rectification is said to have sometimes produced a great impression on the Chinese negotiators by the production of beautifully drawn maps; perhaps she borrowed the idea from the Dutch.



In "The White Rajah of Borneo" Mr. Wildman gives us a sketch of the founding of Sarawak and of the career of Sir James Brooke. The author while in Singapore made the acquaintance of Sir Charles Brooke, the present Rajah, and the sketch is based in part upon conversations with him. Having told how Sir James made the fierce Sulus and Illanuns his fast friends, Mr. Wildman recounts the incident of the Chinese rising, when the rebels attacked and overcame the Rajah's small guard and the Rajah himself escaped to the river in his pyjamas without a single follower. "Sir Charles told me one day, as we conversed on the broad verandah of the consulate, that that night was the darkest in all his great uncle's stormy life. The hopes and work of years were shattered at a single blow, and he was an outcast with a price on his head. The homeless king knelt in the bottom of the pran, and prayed for strength, and then took up the oars and pulled silently toward the ocean. Near morning he was abreast of one of the largest Sulu forts, the home of his bitterest and bravest foes. He turned the head of his boat to the shore and landed unarmed and undressed among the pirates. He surrendered his life, his throne, and his honour, into their keeping. They listened silently, and then their scarred old chief stepped forward and placed a naked kris in the white man's hand and kissed his feet. Before the sun went down that day the White Rajah was on his throne again, and ten thousand grim fierce Sulus were hunting the Chinese like a pack of bloodhounds."

### CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

#### THE NAVY LEAGUE AND THE TRANSFER OF BRITISH SHIPS TO FOREIGN FLAGS.

TO THE EDITOR OF THE "DAILY PRESS."

DEAR SIR,—Many of us have read with dismay the paragraph that is going round the papers that British owned ships are nearly all to be registered under the German and Dutch flags because there is a two thirds saving in the wages of the officers and engineers, especially just at present, when the Navy League at home is stumping the country from one end to the other trying to persuade a respectable class of lads to join the mercantile marine in order to swell the ranks of the Naval Reserve. Truly a nice inducement to offer the lad who, if he has any go in him and seeks to master his calling, may find himself ousted out of his own country's ships by foreigners after serving a long apprenticeship on small wages, in many cases a shilling a month. It was only the other day a Glen steamer passed through here with nine of her crew and quartermasters holding master's certificates. What is to become of all these men if the foreigner steps in and takes the bread out of their mouth? In the meantime the way to stop this would be to place such prohibitive duties on foreign ships as it would make it impossible to run them without a loss. The officers and engineers must put their foot down on this and stop it at the commencement, but it will be interesting to see what steps the Navy League take before committing themselves to any definite policy. There is no doubt the League must act, as this is a blow aimed at its very vitals through the Naval Reserve. Trusting that you will find space to insert this in your valuable paper,—I beg to remain, &c., &c., yours faithfully,

J. J. S.,  
MEMBER OF NAVY LEAGUE.

Hongkong, 27th May.

#### NOTES ON CURRENT EVENTS.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—The leader in your issue of 26th May wisely pointed out the advisability of having plain-clothes constables on duty on the roads frequented by pedestrians and also the providing of bicycles to the police patrolling roads outside the city limits. The failure to detect or trace the perpetrators of the late outrages on ladies

calls into prominence the contemptible condition, of the detective department, but when one realizes that we are dependent on the Chinese detectives in such matters and knows how addicted the Government is to the mollycoddling of the Chinese generally it is not surprising that the result has been to allow this new form of crime to go free. There is far more crime in the colony than the public or the Government is aware of, for the criminal classes have no fear of the Chinese detective, rather the reverse, they look upon him as a friend and associate, and very many crimes are never brought to light, as the sufferers fear that if they demand inquiry worse may befall them.

The attacks on foreign ladies do not excite China Town in the least, rather would they be a cause of derision and the perpetrators receive the sympathy, if anything, of the Chinese public; but let such occur to Chinese ladies and China Town would be in a ferment and the guilty parties soon run to earth.

Some of our Government officials have such an intense admiration for everything Chinese and the ancient Chinese civilization as compared to the mushroom growth of Europe that they might in regard to the above crimes take a note as to how a Chinese official would deal with the failure of the detectives to get hold of the criminals, and in this case most Europeans would endorse the wisdom of the Chinese method. In China the detectives would be held responsible for their failure to do their work (i. e. of course in a case where the official really wanted to get hold of the criminals, and he would certainly get there) and the detective would not only lose his position, but he would get imprisonment and bamboozing, not to mention the incidentals which are attached to imprisonment in China in order to live and not die there under the prison regime. Europeans would hardly go so far as to advocate the extremes he would be made to suffer, but they might well ask that constant failure to detect such serious crimes as the recent assaults and robberies should render the Chinese detectives who are responsible for the cases liable to dismissal for their incapacity or rascality, whichever may be the case. The position of the Chinese detective in this Colony is such an important and lucrative one that I would guarantee that were such to be the consequence of his neglect he would have the criminals run to earth in less than forty-eight hours instead of sniggering in his sleeve at the ease with which he befools the "Ban Chat" of a foreigner.

If proof were wanting of the need for a radical change in our methods of dealing with the Chinese resident in general, and the Chinese detective in particular we have it in the lessons to be learned from the fiasco in connection with the taking over of the New Territory. You published in your column, shortly after the Hon. J. H. Stewart Lee's departure for home to report on the New Territory, full particulars as to what was going on there, what reception the British were to get when taking over their new possession, who were the instigators of that trouble in store for the colony, what form the resistance was to take, what was to happen to the landholders, etc. Did the Government act on the information they then received? Oh, dear, no! Their detective staff knew nothing of such absurd nonsense as that reported. Their leading Chinese knew it to be utter rot. Their friend and coadjutor "The Kowloon Commissioner" never heard of such preposterous stories, he knew everything that was going on in China in general and Kowloon in particular and was ready to swear that the Chinese Government would never countenance such a thing; if there was any trouble it was a popular movement or the intrigues of the secret societies. Yet the facts were known to nearly every Chinaman in the Colony and the subscriptions were raised in nearly every district in Kwangtung. It is true the bulk of the money went into the pockets of Chinese officials and their friends to swell their private hoards, but that is a mere detail. In Sunon the subscriptions were extorted, not merely collected. How about our intelligence department, if there is such a necessary department in China? Well, at last the truth is leaking out through information obtained in Peking by our Acting Minister. What a satire on our local know-alls. Surely they will now amend their ways and if it is possible to be posted as

to what is going on in China in general and Kwangtung and neighbourhood in particular they will provide for the receipt of accurate information? Not much! They have no desire for knowing what does not filter through the present official channels, useless as they have proved themselves and will prove again.

The home Government in their desire to save the face of the Chinese Government created a lot of trouble, for instead of demanding the extension, as they well might have done, in compensation of breach of treaties, injuries done to our traders and trade interests, and the murder of British subjects, they compounded for a seventy-five years' lease. The Chinese Government in return impressed upon our new subjects the fact that they were to return again to Chinese rule and stand the consequences of failing to comply with all the wishes of the Chinese Government in the interval; if they did not suffer then they would in their graves, or the next world, through what would happen to their children, viz., a loss of land and relegation to the same class as actors, barbers, and boat-people, who are not allowed to enter on official life, the prospect of attaining to official rank and its opportunities for squeeze being an ordinary Chinaman's idea of the height of felicity. Some of our leading Chinese, who shall be nameless, not only failed to report to the Government what was in store for them in the Hinterland, but set to work to try and obtain valuable lands at ridiculous prices by the circulation of false and malicious reports which tended to foster the trouble which was being bred by Chinese official action.

Another bit of folly, the home Government has been guilty of is in not insisting on the cession of all the islands to the south and west of the colony and the island of Lintin, which faces Deep Bay. These islands are of no use to either ourselves or the Chinese Government further than the latter can use them as points from which to harass and coerce the Chinese in the Colony. To the pirate and the gambling-house keepers they may become little paradises where they may fly out of reach of our police and at the same time remain sufficiently near the colony to ply their trade. The Chinese Government will of course promise that they will not allow them to be used by these gentry, but what is the value of the promises of Chinese officials? If these islands are taken possession we will not only be freed from the pirate and the flash gambling house, but the blockade of the port will be raised, for the expense of maintaining it will render it impossible, and the Chinese will have to collect their revenue as is done in other lands, at the port of entry.

XY.

Hongkong, 27th May, 1899.

#### THE POLICING OF THE OUTSIDE ROADS.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—With reference to the correspondence in your paper on the desirability of increasing the police patrol of the roads outside the City limits, I must endorse every word, from my experience of Sunday afternoon, which has been said in its favour. I would mention that I am only a new arrival in the colony, and on that occasion took a walk through the Gardens. From there I found my way into Bowen Road, and although I traversed nearly the whole length of this road, not one solitary policeman did I meet. On the other hand I was accosted on two occasions for alms; one man was a beach-comber, and the other a Chinese. It occurred to me that the known absence of police on these roads by the ruffians of the district must cause a large increase of organised attacks on Europeans, and as there are so few places on the level in the colony that residents can stretch their legs, and considering the great expense the colony must have been put to in laying these roads out, I think the least that could be done by the authorities is to see that pedestrians can make use of them without being molested.—I am, sir, yours faithfully,

M. B. G.

Hongkong, 29th May, 1899.



## AFFAIRS IN THE PHILIPPINES.

## INSURGENTS AGGRESSIVE.

Manila, 24th May.

Scouting parties from the various commands ran into small bodies of insurgents yesterday in almost every direction that they attempted to penetrate. Major Bell took out a couple of troops of the 4th Cavalry, and searched over the country from San Fernando to Bacolor and San Roque. When approaching the town of Santa Rita, the insurgents opened fire on the scouts, who quickly got into position and settled down to a lively shooting match. The insurgents sent for reinforcements, and under the increased fire the cavalymen retired in good order to a safer position, carrying several wounded with them.

Over in the Mateo Valley, the town of Mariquina, that has been burned and reburned, shelled and fought over half-a-dozen times, again flared up and worried the scouts from the waterworks, who were reinforced and succeeded in emptying the town.

Between Pasay and San Pedro Macati the insurgents were observed at an early hour yesterday morning, advancing toward the American trenches in a line of skirmishers about a mile long. On closer inspection it was discovered that behind the skirmishers were a number of men engaged in digging new trenches. Two companies of the 12th Infantry opened fire on the enemy who were reinforced by the workmen. The latter threw down their shovels and grabbed their rifles, joining the others in firing. A battalion of the Idahos came on the line in addition to the two companies of the 12th Infantry, and in the half-hour's fight that followed it is reported that our loss was two killed and two wounded.

## REBELS ATTACK NORTH LINE.

25th May.

At daylight yesterday, the Montana out-post to the north of San Fernando was suddenly fired on by rebels from trenches in front. These works had been abandoned several days previously but it appears that the Filipinos returned Tuesday night to resume hostilities. Reinforcements were at once sent up under command of General Funston and the rebels were flanked and repulsed. The American loss was two killed and ten wounded.

The following is the casualty list:—Killed, Private Ryan, Co. L, Kansas; Private William Sullivan, Co. A, Kansas. Wounded:—Lieut. Parker, Co. K, Kansas, Arthur Hollingead, Co. E, Kansas, Sergt. Tozier, Co. L, Kansas, Private Ashcroft, Co. E, Kansas, Corp. Dooley, Co. M, Kansas, Peter Sorenson, Co. A, Kansas, Corp. Taylor, Co. F, Montana, Jas. Frantzen, Co. F, Montana, Private Ramond, Co. G, Montana, Private O'Neil, Co. M, Montana.

## ENGAGEMENT NEAR BALIUAG.

General Lawton has withdrawn his troops from San Isidro and San Miguel, sending one portion to Candaba where it joined Major Kobbe's expedition and is now encamped; the other part of the troops returned to Baliuag, where a guard has been kept since its capture. On Tuesday the rear guard, consisting of the 3rd U. S. Infantry, and 23rd U. S. Infantry, was escorting the signal detachment which was picking up the wire that had been strung from San Isidro, when they encountered a heavy force of insurgents who made their presence known by sending in a hot fire. The troops immediately deployed on both sides of the road, and though for the first few minutes their aim was poor, as soon as the enemy was located several well directed volleys started them on the run. The fighting continued for some miles, the insurgents hanging on the flanks and worrying the march. The American loss was one killed, Lieut. McArthur and fifteen men wounded.

Twenty prisoners and thirty rifles were captured, about thirty-five killed.

## A PRIVATE MEETS HIS DEATH WHILST ON A SCOUTING TRIP.

Private Doxie of Company C, 1st Colo, met his death on Tuesday while on a scouting trip to the city of Mariquina. It appears that Doxie and four others left Camp Alva, near the pumping station, early Tuesday morning, and crossing the river at Santolan, proceeded across the country into Mariquina, where soon afterwards they were fired upon by a considerable

number of insurgents who were lying concealed in some native houses in the rear of the church, which it will be remembered was burnt some time since. The Americans at once retreated, the odds against them being too great. Just at this time Doxie fell with three bullet holes through the body, the insurgents capturing his rifle, belt and ammunition. Upon the arrival of the survivors in camp, Col. McCoy set out with companies A and C to the scene of the occurrence, where they succeeded in recovering the unfortunate man's body. The insurgents fled to the hills at the approach of the troops. Deceased came from Pueblo, Colorado, where he was well and favorably known. The occurrence was the result of the adventurous spirit which is so characteristic of the volunteers. Strict orders have been in force for some time against going beyond the lines, and they are enforced in full by both the regimental and brigade commanders.

## SPANISH PRISONERS ESCAPE.

Three Spanish officers and eight soldiers, who had been held prisoners by the Filipinos, arrived in the city on Tuesday, having made their escape when the Americans attacked San Isidro, in Nueva Ecija.

## DISASTROUS RESULT OF OVERCROWDING RIVER FERRIES.

An unfortunate accident occurred at the Pasig ferry on Tuesday afternoon, in which five men of the 12th Infantry were drowned. A number of soldiers under the direction of an officer, were crossing the river on a small raft made of bamboos lashed over small boats. The men were crossing in regular squads, but at the time of the accident the raft was overloaded, and rapidly filled until it sank about ten feet from the bank. The water was full of struggling men, fighting against the swift current and heavy equipments, and before they could be rescued five poor fellows had gone down for the last time.

One of the officers here says this is the saddest accident to happen to our soldiers since the Americans came to the Philippine Islands. The cause of this sad accident is, it is said, due to the hurry of soldiers who stepped on the ferry after the captain of the company had given the order "Enough on board." Four bodies have been recovered, as follows: Corp. E. Hermann, Jasper L. Whims, Nels Anderson, Joseph Nuneville, all of Company, G, 12th Infantry. They were buried in the new National Cemetery, adjoining the old Spanish Cemetery. Since February 5th, 256 soldiers in all have been buried there. Within each coffin of buried soldiers is placed a corked bottle containing details and cause of death.

## THE SPANISH GARRISON AT BALER HOLDING OUT AGAINST OVERWHELMING ODDS.

News from the provinces states that the Spanish troops stationed at Balser are still resisting the Filipinos whose numbers exceed 1,000 men.

The garrison consists of a captain, a lieutenant, a surgeon, a chaplain and 47 men.—*Manila Times*

## THE FILIPINO LEADERS.

## AN ALLEGED SPLIT DENIED.

The following, dated London, 20th April, has been published in the *New York Herald* and many other American papers:—

"It has been learned that a serious split has occurred among the members of the Filipino Junta, a majority of whom are in favour of direct conferences with the Secretary of State at Washington, with the view of bringing about a peaceful solution of the Philippine question. Four delegates Sres. Losada, Marti, Lopez, and Rivera, finding that Agoncillo, Aguinaldo's representative, disagrees with this view, have started for Manila, leaving Sres. Agoncillo, Riego, and Luna, who insist upon absolute and unconditional independence, in Europe. The others do not object to some form of American intervention in the government of the islands and they say they believe a personal meeting between Aguinaldo and Admiral Dewey, in whom alone the Filipinos declare they have confidence, will lead to a settlement."

Messrs. Rivera, Marti, and Losada, mentioned in the above, arrived here recently and on 29th May we received a call from Mr. Rivera, who informs us that there is no truth in the statements contained in the paragraph. The leaders, Mr. Rivera says, are as united as ever in their aspirations for independence, and they have no intention of going to Manila being under the impression that they could not do so without restrictions placed upon their freedom. They do not believe that any good result would be accomplished by a meeting between Aguinaldo and Admiral Dewey, seeing that the United States Government have not respected the promises made by the Admiral before the destruction of the Spanish fleet; but in any case, as Admiral Dewey has left Manila on his way home, such a meeting is now impossible. The Filipino leaders are, however, desirous of seeing negotiations for peace brought to a successful conclusion, but what they find it hard to accept is the demand that the Filipino army should be dissolved and that the country should be placed under an American military government. The only warranty for the maintenance of the Filipinos' rights, they urge, is that of having their own army. Why, they ask, should America not allow this, seeing that she has her navy to protect her rights and with which she could suppress any misbehaviour on the part of the Filipinos? Disturbances that have occurred in Manila have in some cases, been caused by American soldiers, owing to misunderstandings on their part, to ignorance of the language, or to their overbearing conduct, and should American soldiers remain in the country disturbances could not be avoided and in consequence peace could not be expected. Besides, every man has his own proper pride, to which those now forming the Filipino army, officers, and men are no exceptions, and therefore it is a question whether they will consent to be deprived of their rank. Apart from this, if the United States has a real intention of preparing the country for self-government, could not the maintenance of a Filipino army be considered one of the best forms of such preparation?

## H.M.S. "WOODCOCK" AND THE YANGTZE RAPIDS.

The Ichang correspondent of the *N. C. Daily News*, writing on the 17th May says:—

Lieutenant Watson of H.M.S. *Woodcock* returned from his survey of the Rapids on Sunday, and this morning the *Woodcock* left to make an attempt at going up the first Rapid. From several reports lately given by travellers up the Gorges no difficulty is expressed regarding the navigation of the Rapids by suitably built steamers. We see in a Hongkong paper a statement by Major Radcliff to this effect, and Mr. Harrison of a shipping firm in Liverpool, just returned to Ichang from the Upper River, is of the same belief. We hope the *Woodcock* may be successful, and that sometime this year Chungking shall be visited by a decent sized steamer, and be protected by such a well-armed boat as the *Woodcock*.

## THE OPENING OF SANTU.

The following Notification was issued by the Commissioner of Customs at Foochow on the 15th May:—

Acting under instructions from the Inspector-General, I formally opened the new Customs Station at San-tu-ao on the 8th May.

San-tu-ao, opened by China as a Trade Mart, is under the control of the Foochow Commissioner, its trade generally being regulated in accordance with the Treaty Tariff, in addition to which Wharfage Dues, at the rate of 2 per cent. on Customs Duties Import and Export, will be collected for Municipal purposes.

P. VON TANNER,  
Commissioner of Customs.

The Secretary of the South Raub Gold Mining Syndicate sends to the Singapore papers a copy of the following telegram:—"Raub, 19th May, 1899. Have struck reef, quality of stone is fair." The South Raub Concession adjoins the Raub concession.



### THE PRITCHARD MORGAN SZECHUEN CONCESSION.

#### RECEIVED IMPERIAL SANCTION

Notification has been received that the Agreement of the Pritchard Morgan Syndicate, for the mining rights of the above province, has been properly executed and has received Imperial Confirmation.

Special passports, the first ever issued in China, authorising mining operations within the province, have been forwarded to the Syndicate's representative at Chungking and work in the direction of developing the rich lodes and reefs known to exist there will be commenced forthwith.—*Shanghai Daily Press*.

### THE FOOCHOW TEA TRADE.

Foochow, 27th May.

Business in the new seasons tea commenced on the 23rd inst. (following some early shipments of Peking Congou as usual and a few contract chops of Panyong) and buying has gone on steadily since. The settlements to date are reported at 40,000 half-chests Congou and 3,600 chests Flowery Pekoe. The *Glaucus* calling in to-day for brick tea will also take about 1,100 tons of the new leaf for London. The *Glenshiel* is advertised to clear on the 2nd prox., the *Ceylon* a week later, and the *Kintuck* about the 12th. There is a rumour that the *Java* is to call on the 29th inst., but she has not yet been circulated. The *Stobberg* is to take the berth for Havre and Hamburg.

We learn that on the opening of the port of San-tz-ao it was intended that the teas of the Panyong and Paklum districts should be brought to this market by steamers, but that the dissatisfaction and discontent of the small army of natives hitherto employed in carrying the tea to Foochow was so great that the new method of conveyance had to be abandoned for the time being at any rate. The tea could not be left there to lose its market while a settlement with these good people was being come to and so the teamen had to give in, but no doubt some arrangement will be made later on. The notice given to the carriers was probably too short and it was only natural that they kicked at being suddenly deprived of their livelihood *Echo*.

### HONGKONG.

Mr. T. Jackson returned from the North on 30th May by the *Empress of China*.

There were 1,218 visitors to the City Hall Museum last week, of whom 132 were Europeans. During the week ended 27th May there were 143 cases of plague reported and 134 deaths. The total numbers reported from the beginning of the year to the 2nd June are 581 cases and 519 deaths.

A notification appears in the *Gazette* for dividing certain portions of the New Territories into districts and sub-districts, made by H.E. the Governor under the provisions of section 3 of Ordinance XI. of 1899.

At the Magistracy on Thursday morning two Chinamen were charged with keeping a common gaming house and 10 others were charged with gambling. A Chinese constable said that at about 10 minutes to nine the previous evening he visited the second floor of the house No. 7, Nullah lane, and found gambling going on there with dominoes and dice. Sergeant Mac-Swayed produced the warrant and first two defendants were each fined \$50, and each of the others \$1.

At the Magistracy on 1st June four men were charged with being concerned in an armed robbery at Yaumati on Tuesday night and stealing money and goods to the value of \$75. Lau Tam said he was a coolie tallyman and occupied the watchman's house in a coal yard at 7, MacDonnell road. On Tuesday night he and two other men were in the house. They went to bed on the first floor and between eight and nine four men came upstairs. Three entered the room. One of the three had a revolver (loaded) in his hand and another a sword, and they threatened to kill him if he made a noise. Witness and the others, after having been beaten and ill-used, were gagged and bound, and then defendants robbed the house. Other evidence having been given the case was adjourned.

Admiral Dewey is passing his time quietly at the Peak Hotel and now feels very well. He, however, does not wish to attend any public functions—he will have enough of them when he gets home. As this will probably be his last cruise he will proceed home very leisurely, and is not at all certain when he will reach New York, as he will make several stoppages at Mediterranean ports.

In the *Gazette* of the 25th March were published Regulations made under the Prison Ordinance, which were substituted for all rules and regulations then in force. In last Saturday's *Gazette*, that is, two months later, appear another set of Rules which are to be substituted for all rules hitherto in force. As the rules occupy forty-eight pages of the *Gazette* it would be a convenience to those who have to study them if the variations between the new and old ones were indicated.

On Thursday of last week Mr. G. W. King offered for sale by auction inland lot No. 1,525 in Wanchai Road, which lot contains 4,543 square feet. The annual rent is \$57. The upset price was \$1,820, and the lot was knocked down to Mrs. Nolan for \$2,480. On the following day Mr. King offered for sale by auction Kowloon marine lot 43 at Mong Kok Tsui. The lot contains 90,300 square feet and the annual rent is \$933. The bidding started at \$13,535—the upset price—and rapidly rose to \$32,000, when, as the lot was necessary to him, for business purposes, Mr. Yeung Ching Ko of the Ching Toong ginger shop, beat down all competition by offering \$40,000, at which price the lot was knocked down to him.

We are informed by Messrs. Arnhold, Karberg & Co., the local agents, that a new Company has been formed in Paris called the "Société des Docks et des Houillères de Tourane," with a capital of 3,500,000 francs. Of this sum Frs. 2,900,000 have been fully subscribed by the following Banks:—Comptoir National d'Escompte, Société Générale, Banque de Paris et des Pays Bas, Banque de l'Indo-Chine, and Banque Internationale. 500,000 fully paid up shares will be allotted to the shareholders of the Société Française des Houillères de Tourane, and 100,000 fully paid up shares to Messrs. U. Pila and I. B. Valon for their expenses and services in connection with the floating of this Company. The shareholders of the Société Française des Houillères de Tourane will thus receive 1 share in this new Company for 8 shares of the old Company on which calls are still due. The numbers of these have been published in the *Hongkong Daily Press* and notice has been given that unless the outstanding calls are paid within two months these shares are forfeited and according to French law will be sold by public auction in Haiphong.

At the Magistracy on Monday morning, before Mr. T. Sercombe Smith, a Chinese servant, aged 16 years, was charged with entering the bar at the Royal Artillery Sergeants' Mess, at Victoria Barracks, and committing a larceny. Sergeant Roberts said that in consequence of money having been missed he entered the bar at about four o'clock that morning, using the legitimate key. He locked the door behind him and sat down behind. In about half-an-hour afterwards he heard a key inserted into the key-hole and the door was unlocked and immediately afterwards he saw a figure crossing the floor. When the figure got to that part of the bar where the change tray was kept he bent down and the Sergeant heard money rattle. The Sergeant then switched on the light, and he then saw defendant in the act of taking the money out of the change tray. When he saw witness he threw it back again. The Sergeant took him in charge and lodged him in the guard room. Defendant was not a recognised servant in the Mess, and had no business in the Mess room. The key defendant used belonged to a room above. Defendant said he went into the room to lay the table. He was sentenced to 14 days' imprisonment, and ordered to receive 12 strokes with the birch rod.

### COMMERCIAL.

#### SILK.

SHA GHAI, 27th May.—(From Messrs. A. R. Barkill & Son's Circular)—The tone of the Home markets is reported "quiet" with Gold Kiling at Fcs. 32½. Raw Silk.—Contracts for New Season's

Silk have been made to the extent of about 300 bales on the basis of Tls. 507½ for Gold Kiling and the market is expected to go lower during the next week. Total contracts to date, including Steam Filatures, are 27/30,000 bales. The Chinese generally predict a large crop, probably because it suits them best to do so, and when they have covered their forward contracts profitably; the new crop will, we expect, be found to be only 10 per cent. larger than the season now drawing to a close. Yellow Silk.—Nothing doing. Arrivals, as per Customs Returns, 20th to 26th May, are: 23 bales White, 30 bales Yellow and 263 bales Wild Silk. Re-Reels And Hand Filatures.—No business reported. Steam Filatures.—Nothing doing. The export figures to date reach nearly 8,000 bales. Wild Silk.—There is no business. Waste Silk.—Nothing doing.

Pongees.—The following have been settled:—

2,000 pes. Shangtung Pongees.	
19 in. by 19 yds. by 26/7 oz. at Tls. 4.75	
19 " " 19 " " 25/6 " " " 4.40	
19 " " 19 " " 23/4 " " " 4.20	
18½ " " 18/18½ " " 22 " " " 2.65	
25 " " 14/14½ " " 23/4 " " " 4.40	

#### CAMPOR.

HONGKONG, 2nd June.—The market is dull with a downward tendency. Quotations for Formosa are \$60.00 to \$60.50. Sales 37 piculs.

#### SUGAR.

HONGKONG, 2nd June.—The market is quieter and prices show a slight decline. Quotations are:—

Shetloong, No. 1, White...	\$7.87 to \$7.90 per pel.
do. " 2, White...	7.30 to 7.35 " "
Shetloong, No. 1, Brown...	5.15 to 5.20 " "
do. " 2, Brown...	5.00 to 5.5 " "
Swatow, No. 1, White...	7.75 to 7.80 " "
do. " 1, White...	7.24 to 7.27 " "
Swatow, No. 1, Brown...	5.05 to 5.10 " "
do. " 2, Brown...	4.93 to 4.98 " "
Essex Sugar Company...	11.12 to 11.15 " "
Essex Sugar Company...	10.35 to 10.45 " "

### MISCELLANEOUS EXPORTS.

Per steamer *Orestes*, sailed on the 15th May. For London:—484 boxes tea (10,164 lbs. Congou and 140 boxes particulars unknown), 78 bales hemp, 300 bales waste silk, 100 bales feathers, 15 cases bristles, 3 cases curios, 8 packages private effects, 162 packages Chinaware, 10 casks syrup, 1 box cigars, and 6 boxes sundries. For London and/or Manchester:—250 bales waste silk. For Manchester:—175 bales waste silk and 7 cases cigars. For Liverpool:—6 boxes ginger, 1 box curios, 20 bales hemp, and 36 cases private effects. For Glasgow:—3 cases private effects and curios, and 2 cases steel plates. For Hamburg:—34 bales galangal.

Per P & O steamer *Candia*, sailed on the 18th May. For Liverpool:—1 case cigars from Manila. For Manchester:—155 bales waste silk. For London:—7,632 bales hemp, and 4 cases cigars, from Manila 340 boxes tea and 2 cases merchandise from Foochow; 92 cases blackwoodware, 262 cases Chinaware, 3 cases silks, 7 cases basket ware, 20 cases tea sticks, 4 cases feathers, 17 cases curios, and effects, 60 cases bristles, 2 cases essential oil. For London:—160 cases and 150 casks preserves, 992 rolls mats, 80 bales canes, 60 bamboo splits, 1 case piece goods, 80 drums paint, 9 packages sundries, 1,201 boxes tea (25,221 lbs. Congou, and 182 boxes tea 3,822 lbs. So. caper). For Marseilles:—5 cases essence and ilang ilang from Manila, and 250 bales hemp. For Trieste:—80 boxes tea from Foochow.

Per German steamer *Preussen* sailed on the 24th May. For Singapore:—32 cases sundries. For Port Said:—45 packages rattan chairs. For Trieste:—4 chests and 2 packages tea. For Naples:—6 cases cigars. For Genoa:—750 bales waste silk, 20 bales raw silk, and 10 cases essential oil. For Antwerp:—170 bales bamboo scraps, 99 rolls matting, 64 bales feathers, 39 bales leaf tobacco, 17 cases canes, 12 bales bamboo tape, 4 cases sundries, and 1 case ginger. For Amsterdam:—12 boxes palm fans, and 4 cases curios. For Rotterdam:—7 cases cigars. For Bremen:—269 rolls matting, 100 boxes and 100 bales cassia lignea, 23 cases sundries, 18 chests tea, 5 cases ginger, and 4 cases cigars. For London:—292 boxes tea. For Hamburg:—626 bales feathers, 400 boxes tea, 90½ chests tea, 24 chests tea, and 1 case cigars.



Per steamer *Salazie*, sailed on the 20th May. For France:—441 bales raw silk, 7 cases silks, 8 cases curios, 5 cases China Ink, 4 cases tea, 100 bales waste silk, and 60 bambooware. For Milan:—10 bales raw silk. For London:—7 bales raw silk and 1 case silks.

#### OPIMUM.

HONGKONG, 2nd June.—Bengal.—Prices have risen owing to the high rates ruling in Calcutta after the auction, and the market closes active at the following figures:—New Patna \$743½, Old Patna \$800, New Benares \$745 and Old Benares \$815.

Malwa.—The market has been dull with only a few unimportant transactions. Closing quotations are:—

New Malwa \$710 with all'ce of 0 to 2 catty.  
Old (2 yrs.) \$720 " " 0 to 1 "  
" (3-4 " ) \$760 " " 0 to 3 "  
" (5-6 " ) \$770 " " 0 to 2½ "  
" (7 " ) \$820 " " 0 to 2 "

Persian.—A good business was done in Paper-tied opium of the better qualities. Oily opium has been neglected. Latest rates are:—Oily \$650 and Paper-tied \$650 to \$770 according to quality.

To-day's stocks are estimated as under:—

New Patna ..... 685 chests.  
Old Patna ..... 605 "  
New Benares ..... 295 "  
Old Benares..... 64 "  
Malwa ..... 450 "  
Persian..... 750 "

#### COURSE OF THE HONGKONG OPIUM MARKET.

DATE.	PATNA.		BENARES.		MALWA.	
	New.	Old.	New.	Old.	New.	Old.
1899.	\$	\$	\$	\$	\$	\$
May 27	735	775	725	777½	700	720
May 28	735	777½	725	777½	700	720
May 29	733½	777½	725	777½	700	720
May 30	730	780	70	8-0	700	720
May 31	732½	785	717½	800	700	720
June 1	740	792½	730	800	700	720
June 2	743½	800	745	815	700	720

#### RICE.

HONGKONG, 2nd June.—The market remains firm. Quotations are:—

Saigon, Ordinary.....\$2.15 to 2.20  
" Round, good quality..... 2.60 to 2.64  
" Long ..... 2.95 to 2.98  
Siam, Field, mill cleaned, No. 1 ..... 2.94 to 2.97  
" Garden, " No. 1 ..... 3.10 to 3.15  
" White..... 3.65 to 3.70  
" Fine Cargo ..... 3.85 to 3.90

#### COALS.

HONGKONG, 2nd June.—No business doing. Quotations are:—

Griff ..... \$18.00 to — ex ship, nominal  
Australian ..... — to 11.00 ex ship, steady  
Miki Lump } 9.00 to 10.00 nominal,  
and Small }  
Mojj Lump ... 6.50 to 9.00 ex ship, quiet  
Hongay double } 12.00 to — ex godown  
screened..... }  
Hongay Lump 8.00 to 8.50 ex ship  
Hongay Dust.. 5.50 to —  
Briquettes ... 10.50 to —

#### MISCELLANEOUS IMPORTS.

HONGKONG, 2nd June.—Among the sales reported during the week are the following:—

YARN AND PIECE GOODS.—*Bombay Yarn*:—100 bales No. 6 at \$64 to \$65.50, 1,050 bales No. 10 at \$62 to \$74.50, 350 bales No. 12 at \$64 to \$75, 100 bales No. 16 at \$77.5 to \$80, 300 bales No. 20 at \$77.50 to \$81.50 *Japanese Yarn*:—50 bales No. 20 at \$83. *Grey Shirtings*:—250 pieces 10 lbs. 2 Gold Lion at \$3.97½. 600 pieces 8 lbs. Red Seal at \$2.60 *White Shirtings*:—200 pieces No. 600 at \$4.42½. *T. Cloths*:—7.00 pieces 7 lbs. Mex. Red Stag at \$2.37½, 700 pieces 7 lbs. Mex. Red Stag at \$2.37½.

METALS.—*Yellow Metal*:—150 cases 14/24 oz. New Brand at \$41.50.

SHANGHAI, 27th May.—(From Messrs.—Noël, Murray & Co.'s Piece Goods Trade Report.—This being Wit-week, which is kept as a general holiday in Manchester, there is less than ever to report concerning our Market for English goods, forward transactions having been entirely suspended pro tem, and the business in spot cargo is simply from hand to mouth. Nor have American makes far-d much better; true there is plenty of enquiry and operators seem perfectly

willing to pay the enhanced prices required, but the question of delivery is the great stumbling block, as in almost every instance the goods offered would be too late for the Northern Ports and would, therefore, have to be carried through the winter here. Looking at the statistics recently received from the States the development that has taken place in the domestic trade is really remarkable, as it is increasing by leaps and bounds. The following figures are worth quoting:—The Export for February was 24,517, 287 yds, against 7,890,215 yards the same month last year. For the eight months from 1st July, 1898, the Exports to China more than doubled that of the same period the previous year, being 135,104,310 yards, against 64,314,802 yards. It is interesting to notice that China has during this period taken 53 per cent. of the total Export, which in 66 per cent. greater than the previous period, when the shipments to China only amounted to 36 per cent. of the total. At this rate of progression, and with a demand still unimpaired by the heavy shipments that have come forward already, the limits of the trade seem boundless and will be watched with some concern by manufacturers in Manchester. It is only reasonable to suppose, however, that these coarse, durable goods will be the first to attract attention in new districts, as they have in the past, the finer and Fancy cloths, which are more or less luxuries, only finding an outlet when the increasing prosperity of the community permits of the indulgence in more attractive though flimsier material. For the time being Manchester will have to take a back seat, so far as the new markets are concerned, unless she can regain a footing with her coarse cloths. It is already noticeable that more attention has been paid to very common Drills this season of English make. In the meanwhile, however, it does not seem probable that trade will be allowed to develop without considerable difficulties and opposition from the Native Authorities, and already numerous disquieting rumours are prevalent concerning the movements, and massing of troops in different parts of the country, from which it would appear that China is about to deliver her last kick: happy the recipient of it, for surely he will have the best claim to be the residuary legatee. The business this week, both privately and at Auction, has shown but little energy in our market, the dealers evidently being short of orders at present, and quite unwilling to lay in supplies in anticipation. They have undoubtedly made money this season and are not going to risk losing it. There is a better enquiry for common 10-b. Shirtings, but prices offered are still slightly out and the transactions reported were more in the nature of a sprat to catch a mackerel, but seem to have failed in their object. There is a good demand for best Whites, but the supply is scarce and buyers will not take the slightly lower qualities, although they can be had in plenty. A moderate business has been done in American Drills and Sheetings from stock or for near arrival at firm prices. Tientsin is said to be active, considering the time of the year, but the neighbouring market is still out of joint. From the demand for heavy Shirtings it would appear that Hankow is beginning to wake up, as it should do with the Tea season full on now. It is satisfactory to see that an appeal has once more been made to the Provincial Authorities to allow certain necessary steps to be taken in order to stamp out the disease that is rapidly threatening the total extinction of the Silk trade. As this is a question of vital importance to all those engaged in this trade, for if the Natives have no produce to sell they cannot buy imports, the progress of the proposed scheme will therefore be anxiously watched. The Yarn market is still drooping and the decline has been accelerated at the close by the depreciation in the value of Rupees. Japanese and Local spinings are following suit. Cotton is gradually coming down and really looks as though it would soon be low enough to satisfy spinners.

METALS, 29th May.—(From Messrs. Alex Balford & Co.'s Report).—There has been very little business done last week and practically nothing to report.

#### EXCHANGE.

FRIDAY, 2nd June.

#### ON LONDON.—

Telegraphic Transfer .....1/11½  
Bank Bills, on demand .....1/11½  
Bank Bills, at 30 days' sight .....1/11½  
Bank Bills, at 4 months' sight .....1/11½  
Credits, at 4 months' sight .....2/0  
Documentary Bills, 4 months' sight 2/0½

#### ON PARIS.—

Bank Bills, on demand .....2.48½  
Credits, at 4 months' sight .....2.52

#### ON GERMANY.—

On demand .....2.01½

#### ON NEW YORK.—

Bank Bills, on demand .....48½  
Credits, 60 days' sight .....49½

#### ON BOMBAY.—

Telegraphic Transfer .....147½  
Bank, on demand .....148

#### ON CALCUTTA.—

Telegraphic Transfer .....147½  
Bank, on demand .....148

#### ON SHANGHAI.—

Bank, at sight .....72  
Private, 30 days' sight .....72½

#### ON YOKOHAMA.—

On demand .....4½ % pm.

#### ON MANILA.—

On demand .....1½ % pm.

#### ON SINGAPORE.—

On demand .....1 % pm.

SOVEREIGNS, Bank's Buying Rate...10.02  
GOLD LEAF, 100 fine, per tael...52.25

#### JOINT STOCK SHARES.

HONGKONG, 2nd June.—A fair business has been transacted during the week, under review and rates in many cases, notably in Banks, Docks, and Lands, show a further rise.

BANKS.—Hongkong and Shanghai in the early part of the week changed hands in small lots at 300 and 301 per cent. prem. and later at 302 and 304 per cent. prem., whilst a few forward sales were made at about equivalent rates; market closes rather quieter with sales at 303. Nationals continue on offer at the reduced rate of \$21, without bringing out buyers.

MARINE INSURANCES.—China Traders have continued quiet with small sales at \$62, closing with sellers. Unions are in demand at \$230 without bringing any shares on the market. Straits have changed hands in unimportant lots at \$4, \$3.90, and \$4.25. Cantons and the Northern Insurances continue quiet and without business.

FIRE INSURANCES.—Both Hongkongs and Chinas have been dealt in to a small extent and close steady at quotations.

SHIPPING.—Hongkong, Canton and Macao found buyers in the early part of the week at \$29½ and later shares changed hands at \$29. Indo-Chinas with a demand from the North have improved to \$70 after unimportant sales at \$69 and \$69½. Douglasses have improved to \$57½ and China Manilas remain quiet at \$79.

China Mutuals unchanged and without business. REFINERIES.—China Sugars have found buyers at \$174 and \$175 for cash and at \$180 and \$181 for August, closing steady at \$175. Luzons have changed hands at \$58 in small lots.

MINING.—Punjoms have continued their upward course and have changed hands at \$8.25, \$8.40, \$8.50, \$8.60, \$8.75, \$9, and \$9.25, in fair lots. Queens have ruled dull, with small sales at 52½ cents. Olivers and Great Easterns have been negotiated at quotations and Raubs at \$60½. Jebebus have again come into demand and sales have been effected at \$9½, \$9.75, and \$10, market closing steady at \$10.

DOCKS, WHARVES, AND GODOWNS.—Hongkong and Whampoa Docks continue to improve with a small business. Shares have changed hands at 385, 395, and 400 per cent. prem. for cash and sales are reported at 407 and 415 for August and 420 for September; the market closes at 400 per cent. prem. cash buyers and with sellers forward at about equivalent rates. Hotels have improved to \$88 with buyers. Kowloon Wharves continue to change hands at \$86½ in small lots.

LANDS, HOTELS, AND BUILDINGS.—Hongkong Lands have ruled very firm and the improvement in rates has failed to bring out many shares. Sales have been effected at \$83, \$84, \$85, and \$86 market closing firm at last rate. Humphreys Estates remain firm with fair sales at \$10.15 and \$10.20. West Points have been enquired for \$23½ without bringing any shares on the market and at time of closing sales have been effected at \$29.

MISCELLANEOUS.—Wanchais have changed hands at \$39. Watsons at \$14. Star Ferries at \$12.25, \$12.50, \$13, and \$13½ ex div. Electrics at \$12½, and China Providents at \$9.75. Campbell and Moores are enquired for at \$11.



Closing quotations are as follows:—

COMPANY.	PRICE.	NOTES.
Hongkong & Shanghai	126	303 p. t. = 1503 7 1/2
China & Japan, ordy	24	11
Do. deferred	21	5 1/2
Bank of China		
B. Shares	28	\$1, sellers
Four. Shares	8	\$21, sellers
Bell's Asbestos Co. A.	21	0 in a
Campbell, Moore & Co.	110	\$1, buyers
China Prov. L. & M...	110	\$27, sellers
China Sugar	100	\$175, buyers
Cotton Mills—		
Ewo...	11s. 100	7 1/2
International	11s. 100	7 1/2
Laou Kung Mow	11s. 100	7 1/2
Soychee	11s. 50	1s. 350
Yahloong	11s. 100	1s. 55
Hongkong	\$100	\$23, sales
Dairy Farm	\$6	\$4, buyers
Kenwick & Co., Geo.	25	\$4, buyers
Green Island Cement	110	\$25, buyers
H. & C. Bakery	150	\$31
Hongkong & C. G.	110	\$1, buyers
Hongkong Electric	110	\$12, buyers
H. H. L. Tramways	100	\$142
Hongkong Hotel	150	\$87, buyers
Hongkong Ice	125	\$112, sales
H. & K. Wharf & G.	50	\$6, buyers
Hongkong Rope	150	\$168, buyers
H. & W. Dock	125	400, 625 buyers
Insurance		
Canton	50	\$40, sellers
China Fire	20	\$85, buyers
China Traders	25	\$8, sales
Hongkong Fire	0	\$315, sales
North-China	120	11s. 190, buyers
Union	150	\$4, buyers
Yantai	150	\$23, sal. & buyers
Yantai	150	\$140, sellers
and and Buildin.		
Hongkong Land In.	50	\$6, buyers
Humphreys Estate	10	\$10.15, buyers
Kowloon Land & I.	30	\$24, buyers
West Point Buildin.	5	\$9, sal. & buyers
Luzon Sugar	100	\$8, sellers
Shipping		
Charterages	250	\$190, sellers
At Estn. & Colonial	25	\$3, sellers
Do. Preference	1	\$1, seller
Queen Mines Ltd.	250	\$10.75, sellers
Queen's Mines A.	25	\$5, seller
Do. B.	3	\$3.25, buyers
Panjo	25	\$950, buyers
Do. Preference	1	\$2
Rauks	15	10d. \$6.50, sellers
New Amoy Dock	10	\$15
Steamship Coys.		
China and Mania	150	\$80, buyers
China Mutual Prof.	110	\$9, 15s. buyers
Do. Ordinary	110	\$4, 10s. buyers
Do. Do.	110	\$2, 10s. buyers
Douglas Steamship	150	\$57, buyers
At Canton and M.	15	\$29, buyers
Indo-China S. N.	10	\$70, sellers
Star Ferry	15	\$13, ex div.
Far East Planting Co.	15	\$5, seller
Do.	3	\$3, sellers
United Asbestos	12	\$2
Do.	110	\$10, nominal
Wanchai Warehouse	15	\$89, buyers
Do.	10	\$4, sellers

SHA GHAI, 29th May.—(From Messrs J. P. Bisset & Co.'s Report).—But a moderate business has been done this week, but Hongkong and Shanghai Bank, Luzon Sugar Refining, Shanghai Ice, and Shanghai-Sumatra Tobacco shares, all show improvement, while Shanghai and Hongkong Wharf shares have weakened. Banks.—Hongkong and Shanghai Banking Corporation.—Early in the week a few shares were placed for cash at 292 per cent. premium. Nothing more was done on this market until the 27th, when a sudden rise in Hongkong caused shares to change hands here at 298 per cent. premium. Marine Insurance.—Union Insurance shares were placed at \$225. In Hongkong they are quoted \$230 with buyers. China Traders' shares are offering there at \$62 1/2. North China shares are offering at Tls. 190. Fire Insurance.—No local change. In Hongkong there were sales of Hongkong at \$310, the closing quotation being \$312 1/2. Chinas are wanted at \$63 1/2. Shipping.—Indo-China S. N. shares were purchased from Hongkong at \$70 for August, and \$72 for October delivery. Shares are now held for higher rates. China Mutual S. N. Ordinary shares, with 25 paid up, were sold at Tls. 30. Sugars.—Perak Sugar Cultivation shares were placed at Tls. 49/49 1/2. China Sugar Refining

shares were sold at \$174 cash and \$182 for 30th September. Luzon Sugar Refining shares were in demand, and changed hands at \$54 cash and \$56 for 31st July. Docks, Wharves and Godowns.—Shares in S. C. Farnham & Co. were placed at Tls. 195, at which shares are offering. Shanghai Dock Ordinary shares were sold at Tls. 90. Shanghai and Hongkong Wharf shares were done at Tls. 182 1/2 cash, but sellers coming into the market, the price receded to Tls. 175 cash and Tls. 177 1/2 for 30th June, Tls. 180 for July, and Tls. 182 1/2 for August. Hongkong and Kowloon Wharf and Godown shares were purchased from Hongkong at \$87 1/2 for 30th June. Lands.—Shanghai Land Investment shares were sold at Tls. 85, at which there are a few more shares offering. Humphreys' Estate and Finance shares were purchased from Hongkong at \$10 10 and \$10.20 cash and \$10 1/2 for August delivery. Industrial.—Shanghai Gas shares were placed at Tls. 187 1/2, and are wanted. Ewo Cotton Mill shares were sold at Tls. 70 and are wanted. Shanghai Eis shares were sold at Tls. 83, and Shanghai Ice shares at Tls. 32/35. Tugs and Cargo Boats.—Co-operative Cargo Boat shares were placed at Tls. 140, and more are wanted. Shanghai Cargo Boat shares have buyers at Tls. 152 1/2. Miscellaneous.—Shanghai Waterworks shares are wanted. Shanghai-Sumatra Tobacco shares were placed at Tls. 62 cash, and Tls. 65 for 31st August. Shanghai-Langkai Tobacco shares are neglected. Hall and Holz shares were sold at \$34, and Central Stores shares at \$11. Loans.—Chinese Imperial E Loan Bonds were sold at Tls. 250, and Perak Sugar Cultivation Company's 7 per cent. at Debentures Tls. 100. Shanghai Waterworks' Debentures are wanted.

## VESSELS ON THE BERTH.

For LONDON.—Chusan (str.), Kinluck (str.), Java (str.), Ceylon (str.), Indomeneus (str.), Bingo Maru (str.), Sanuki Maru (str.).  
For BREMEN.—Sachsen (str.).  
For MARSEILLES.—Indus (str.), Bingo Maru (str.), Sanuki Maru (str.).  
For HAVRE AND HAMBURG.—Ambria (str.), Konigsberg (str.), Bamberg (str.).  
For SAN FRANCISCO.—Coptic (str.), America Maru (str.), Queen Margaret, Thyra (str.), C. of Peking (str.).  
For VANCOUVER.—Empress of China (str.).  
For VICTORIA, B.C., AND TACOMA.—Olympia (str.).  
For PORTLAND, O.—Lennox (str.).  
For NEW YORK.—Benlomond (str.), Fortigern (str.), D. Rickmers (str.), Indrapura (str.).  
For AUSTRALIA.—Fatumi Maru (str.), Taiyuan (str.).

## TONNAGE.

SHANGHAI, 9th May (from Messrs. Wheelock & Co.'s report).—Our homeward freight market has again resumed an appearance of activity after the recent dull months of winter trade. For London a satisfactory advance is noticeable, while the demand for space in the ark steamers, via Suez, has been, if anything, in excess of what they have been able to book. Still a very much reater improvement must be forthcoming, as an enormous quantity of cargo will be required to enable the many June loaders, as per list below, to give a similar report. Rates are unchanged except for trans-Pacific carriers. Coastwise.—There is little of interest to report. In the absence of outside vessels seeking employment business is practically confined to the local companies, who consequently control rates. From Hankow for London.—The *Glaucus* passed Woosung on the 25th inst bound for Foochow, where she will in all probability complete her loading. In addition to a large engagement of brick tea she procured some 2,000 tons new teas. This, however, does not seem to have affected the prospects of the *Oanfa*, which from latest accounts is likely to engage her full requirements in Hankow. For New York via Cape.—No fresh charter has been effected for want of a suitable vessel; cargo is scarce and procurable in small lots only. Rates of freight are:—London, by Conference Lines, general cargo 40s.; waste silk 42s. 6d.; tea 45s.; Northern Continental ports, by Conference Lines, general cargo 40s.; waste silk 42s. 6d.; tea 45s.; New York via London, by Conference Lines, general cargo 47s. 6d.; waste silk 50s.; tea 52s. 6d.; Baltic ore via London, by Conference Lines, general cargo 52s. 6d.; waste silk 55s.; tea 57s. 6d.; Konigsberg via London, by Conference Lines, general cargo 47s. 6d.; waste silk 50s.; tea 52s. 6d.; Manchester, by Conference Lines, general cargo 52s. 6d.; waste silk 55s.; tea 57s. 6d.; Liverpool, by Conference Lines, general cargo 47s. 6d.; waste silk 50s.; tea 52s. 6d.; Hamburg, by Conference Lines, general cargo 40s.; waste silk 42s. 6d.; tea 45s.; Havre, by Conference Lines, general cargo 4s.; waste silk 42s. 6d.; tea 45s. Above rates are subject to a deferred

relate, as per Conference circular. Genoa, by Conference Lines, tallow 36s. net, general cargo 36s. net, waste silk 38s. 6d. net, tea 40s. 6d. net; Marseilles, by Conference Lines, tallow 36s. net, general cargo 36s. net, waste silk 38s. 6d. net, tea 40s. 6d. net. 35s. per ton of 20 cwt. net for above three ports. New York, by rail, 20s. nominal. New York via Pacific, 1 1/2 gold cent per lb. tea, 6 cents per lb. silk, \$10 per ton strawbruid. New York via Suez, 27s. 6d. general cargo, 10s. extra for Turmeric, 27s. 6d. for tea, all net. Boston, 35s. general cargo, 10s. extra for Turmeric, 4s. for tea, all net. Philadelphia, 35s. general cargo, 10s. extra for Turmeric, 40s. for tea, all net. Coast rates.—Mojito to Shanghai \$2.30 per ton coal; Nagasaki to Shanghai \$2.30 per ton coal; Newchwang to Kobe 20 sen nominal; to Nagasaki 20 sen nominal; to Swatow 35 cents; to Amoy 35 cents; to Whampoa 38 cents; to Canton 38 cents; Wuhu and Chinkiang to Canton 22 cents; to Amoy 20 cents; to Swatow 20 cents.

## SHIPPING.

ARRIVALS AND DEPARTURES SINCE LAST MAIL.

## HONGKONG.

## ARRIVALS.

May—  
25, Norma, Amr. yacht, from Singapore.  
26, Chelydra, British str., from Calcutta.  
26, Yuensang, British str., from Manila.  
26, Hongkong, French str., from Haiphong.  
26, Mongkut, British str., from Canton.  
27, Futami Maru, Jap. str., from Melbourne.  
27, Sibiria, German str., from Moji.  
28, Diamante, British str., from Manila.  
28, Formosa, British str., from Tamsui.  
28, Independent, German str., from Samarang.  
28, Kioto Maru, Japanese str., from Saigon.  
28, Prosper, Norw. str., from Newchwang.  
29, Gloucester City, British str., from Saigon.  
29, Lyeemoon, German str., from Shanghai.  
29, Pakhoi, British str., from Chefoo.  
29, Wingsang, British str., from Shanghai.  
29, Elise, German str., from Bangkok.  
29, Deike Rickmers, Ger. str., from N. York.  
29, Loyal, German str., from Hongay.  
29, Triumph, German str., from Pakhoi.  
29, Wongkoi, British str., from Bangkok.  
29, Shantung, British str., from San Diego.  
30, Taksang, British str., from Taku.  
30, Chingtu, British str., from Manila.  
30, Dorothea Rickmers, German str., from Hamburg.  
30, Empress of China, Brit. str., from Vancouver.  
30, Glaucus, British str., from Chefoo.  
30, Thales, British str., from Coast Ports.  
30, Solfald, British ship, from New York.  
30, Kwanglee, Chinese str., from Canton.  
30, Tordenskjold, Norw. str., from Canton.  
30, Sachsen, German str., from Bremen.  
30, Pronto, German str., from Amoy.  
30, Sullberg, German str., from Canton.  
30, Oslo, Norwegian str., from Saigon.  
30, Yedo Maru, Japanese str., from Saigon.  
31, Hue, French str., from Haiphong.  
31, Foochow, British str., from Canton.  
31, Fausang, British str., from Samarang.  
31, Kinkiang, British str., from Canton.  
31, Meefoo, Chinese str., from Shanghai.

## June—

1, Wingsang, British str., from Canton.  
1, Progress, German str., from Tourane.  
1, Haimun, British str., from Tamsui.  
1, Baron Ardrossan, Brit. str., from Batoum.  
1, Java, British str., from Yokohama.  
1, Chowtai, British str., from Bangkok.  
1, Taicheong, German str., from Singapore.  
1, Sumidagawa Maru, Jap. str., from Tamsui.  
1, Onsang, British str., from Singapore.  
1, Amerigo Vespucci, Ital. cr., from Woosung.  
1, Indus, French str., from Shanghai.  
2, Nauchang, British str., from Canton.  
2, Lyeemoon, German str., from Canton.  
2, Glengyle, British str., from London.  
2, Loyal, German str., from Canton.  
2, Sendai Maru, Japanese str., from Swatow.  
2, Phra Nang, British str., from Bangkok.  
2, Dagmar, Norw. str., from Newchwang.

## May—

## DEPARTURES.

26, Whampoa, British str., for Shanghai.  
27, Panarratta, British str., for Europe.  
27, City of Rio de Janeiro, Amr. str., for San Francisco.  
27, Nanchang, British str., for Canton.  
27, Marie Jensen, German str., for Hongay.  
27, Hinsang, British str., for Singapore.  
27, Den of Ogil, British str., for Sourabaya.  
27, Conemaugh, Amr. str., for San Francisco.  
27, Daphne, German str., for Vladivostock.



27, Chiyuen, Chinese str., for Swatow.  
 27, Nubia, British str., for Shanghai.  
 27, Rosetta, British str., for Yokohama.  
 27, Sullberg, German str., for Canton.  
 23, Charterhouse, British str., for Amoy.  
 28, Maizuru Maru, Jap. str., for Swatow.  
 28, Hailong, British str., for Swatow.  
 23, Airlie, British str., for Kobe.  
 28, Hoihao, French str., for Hoihow.  
 29, Aurora, British cruiser, for Weihaiwei.  
 29, Rattler, British g-bt., for Foochow.  
 29, Mongkut, British str., for Chefoo.  
 29, Futami Maru, Jap. str., for Nagasaki.  
 30, Humber, British storeship, for Wei-haiwei.  
 30, Grafton, British cruiser, for Manila.  
 30, Siam, British str., for Swatow.  
 30, Ariake Maru, Jap. str., for K'notzu.  
 30, Formosa, British str., for Swatow.  
 30, Prosper, Norw. str., for Canton.  
 30, Wingsang, British str., for Canton.  
 30, Lyeemoon, German str., for Canton.  
 30, Loyal, German str., for Canton.  
 30, Stolberg, German str., for Foochow.  
 30, Yuensang, British str., for Manila.  
 31, Taksang, British str., for Canton.  
 31, Deike Rickmers, Ger. str., for Shanghai.  
 31, Kiangnan, Chinese str., for Chinkiang.  
 31, Kwanglee, Chinese str., for Shanghai.  
 31, Pronto, German str., for Swatow.  
 31, Hyson, British str., for Calcutta.  
 31, Hongkong, French str., for Hoihow.  
 31, Rqgmar, Norw. str., for Kutchinotzu.

## June—

1, Sachsen, German str., for Shanghai.  
 1, Hohenzollern, German str., for Japan.  
 1, Triumph, German str., for Hoihow.  
 1, Sullberg, German str., for Chefoo.  
 1, Kiukiang, British str., for Hongay.  
 1, Thales, British s r., for Swatow.  
 1, Sibiria, German str., for Saigon.  
 1, Idzume Maru Jap. str., for Seattle.  
 1, Glauous, British str., for London.  
 1, Diamante, British str., for Manila.  
 1, Meefoo, Chinese str., for Canton.  
 1, Tartar, British str., for Vancouver.  
 1, Bennington, Amr. g-bt., for Manila.  
 2, Deuteroa, German str., for Saigon.  
 2, Taicheong, German str., for Swatow.  
 2, Chittagong, British str., for Saigon.  
 2, Wingsang, British str., for Shanghai.  
 2, Tordenskjold, Norw. str., for Singapore.  
 2, Dorothea Rickmers, Ger. str., for Y'hama.

## PASSENGERS LIST:

## ARRIVED.

Per *Coptic*, from San Francisco, &c., Comdr. S. M. Ackley, U.S.N., Mr. W. S. Taylor, Lieut. R. W. Capps, Mr. and Mrs. A. J. do Rozario, Mr. L. C. Tuckerman, Mr. A. H. Rutherford, Mr. R. M. Gray, Mr. E. Housbery, Mr. J. Tulloch, Mr. Wm. E. Schiele, Mr. and Mrs. F. Smythe, Master F. Symthe, Dr. C. L. Gee Wo, Dr. and Mrs. S. H. Wainwright, Masters D. H. Wainwright and S. H. Wainwright.

Per *Foochow*, from Amoy, Mrs. and Miss Weatherston.

Per *Parramatta*, from Shanghai, for Marseilles, Mrs. C. Dowdall and Mrs. Montgomerie; for Hongkong, Mr. C. Savonret, Mr. G. C. W. Kirkpatrick, Mr. Basmosen, Miss Stewart, Mr. P. Haslam and Miss Alves; for Bombay, Mrs. Sedulla, and Mr. Jacob Butler.

Per *Elrickdale*, from Moji, Mr. G. E. Harcourt.

Per *Nubia*, for Hongkong, from London, Asist. Foreman and Mrs. Williams and infant, Mr. and Mrs. Fernandez, a d Major S. G. Everitt; from Malta, 1 Sergeant, 1 Corporal, and 15 Privates; from Brindisi, Mr. A. R. Carré, and Mr. A. C. Hartwell; from Penang, Messrs. A. Oeshell, Wylie, and Wilson; from Singapore, Lieut. Hendley, Messrs. Colgate and Archibald, Mrs. Wallace, Miss Cannings, Messrs. J. Simpson and V. F. Page; for Shanghai, from London, Staff Sergt. Williamson, Col. Sergt. Brooke, Sergt. Whittaker, Sergt. Rundle, Sergt. Sutherland, Capt. G. F. Menzies, Capt. A. J. Hill, and G. E. Pereira, Lieut. R. T. Toke, Messrs. N. W. Falk, A. Maltchenks, A. Zemliansky, and A. C. Mackenzie; from Brindisi, Mr. L. Siebold; from Colombo, Mr. and Mrs. Dickenson, Dr. W. R. James; from Singapore, Messrs. G. Dobberke and S. Basagoite, Mr. and Mrs. Nofaty, Mrs. Nofaty, Mrs. Day, Mr. Cotten; for Kobe, from Brindisi, Mr. Brady; for Yoko-

hama, via India from Ismailia, Messrs. C. B. Pitblade, A. C. Lightbody, and W. Lightbody; from Colombo, Mr. C. F. Napier.

Per *Kwanglee*, from Shanghai, Mr. Ehrhardt.  
 Per *Chelydra*, from Calcutta, &c., Mrs. G. MacDonald and child, Capt. Rowin, Messrs. Black, Canning, and 525 Chinese.

Per *Yuensang*, from Manila, Mr. and Mrs. Palmer, Messrs. J. Huston, R. Cochran, Kicullin, Rockett, Laing, Kuhu, Col. Ames, Messrs. M. Bresnen, B. S. Angustin, W. Smith and T. Price.

Per *Lyeemoon*, from Shanghai, Mr. U. Kirchhoff.

Per *Wingsang*, from Shanghai, &c., Mr. DeRoza.  
 Per *Shantung*, from San Diego, Mr. Harry W. Newhall.

Per *Chingtu*, from Manila, Mr. M. Aparicio, Mrs. C. Villarapes, Messrs. J. B. Rogers, S. Fukuchi, A. S. Mihara, S. Miakuma, W. S. Roberts, T. Pinages, B. C. Randall, F. Schwabbe, G. W. Peters, G. A. Riddle, Capt. Veider, U.S.N., Messrs. R. Thiess, H. Henrich, H. Kondson, E. Potter, and W. Noble.

Per *Empress of China*, from Vancouver, Mr. Maximo Cortes, Mr. A. D. Cortes, and Mr. E. Burton Holmes; from Yokohama, Messrs. J. H. Lloyd and Lindsay Brown; from Kobe, Messrs. Z. Keckaboy and M. B. Cohen; from Shanghai, Mrs. Kasté, Messrs. H. St. John Knight, T. Jackson, Mr. and Mrs. R. T. Pettbone, Mr. R. C. Cook, Major Radcliffe, and Mr. A. J. Hart.

Per *Sachsen*, for Hongkong from Bremen, Mr. Joh. Liedemann; from Antwerp, Mr. A. Oppenheim Gerard; from Southampton, Mrs. E. Graham, Mrs. Francis Clark, Messrs. Frank W. Shapman and John Hartley; from Genoa, Mr. Joh. Lamke, Mr. and Mrs. J. R. Crask, Miss Asch, and Mr. B. Orsatti; from Naples, Mr. and Mrs. Thomas; from Colombo, Mr. How Hoo Yuen; from Singapore, Messrs. Otto Rotmann, A. Rotmann, Wu Nah Seng, and W. David; for Shanghai, from Bremen, Mr. C. Glenk; from Southampton, Mr. R. G. Hamilton; from Genoa, Miss P. Hedewig, Mrs. Detring and family, Mr. and Mrs. White Cooper, Miss E. Molin, Diego v. Bergen, Dr. K. Vogelsang, Messrs. Ed. Meyer, Carlo Bracco, Paul Polahne, Miss A. Vilsmeier, and Mr. Robert Koebler; from Ismailia, Mr. Armstrong; from Naples, Horst v. Tippelskirch; from Colombo, Mr. Mrs. W. Ch. Robinson; from Singapore, Mr. and Mrs. G. Longmore; for Kiaochau, from Bremen, Mrs. Chr. Bammann, and Mr. Arthur Grau; for Yokohama, from Bremen, Mr. Max Hasenritter; from Antwerp, Mr. Heint. Debaty; from Genoa, Mrs. M. Ellon, Mr. and Mrs. Kayser, Mrs. Buchanan Dunlop, and Mr. C. Trobitins; for Nagasaki, from Singapore, Mrs. Hitta Hayedi, Mrs. Oh Saihi Sang, and Miss Sahito Haja.

Per *Jawa*, for Hongkong, from Kobe, Mr. J. C. Vaughan; from Foochow, James Hamilton, R.N.; for Singapore, from Shanghai, Mr. Stack.

Per *Indus*, for Hongkong, from Shanghai, Messrs. E. Shewell, L. Barrett, and Moses, Mrs. Mrs. Volpicelli, Mr. R. Forbes, Mr. and Mrs. King, Messrs. H. Blum, Marangoni, E. F. Gibson, L. R. Burkhardt, F. Bonnet, Miss Shonood, Messrs. G. M. Hall and Harding; from Yokohama and Woosung, Dr. Gibson, Messrs. W. L. Crow, E. Juller, and Yamamoto; from Kobe, Messrs. A. tman and Wilcaina; for Saigon, from Shanghai, Messrs. Ly and Fang; for Singapore, from Shanghai, Mr. John Abedolla Effendi; from Woosung, Messrs. Nakagawa, Tanoko and daughter, and Rosita; for Colombo, from Woosung, Mr. Allahakoon; for Marseilles, from Shanghai, Mr. and Mrs. Chusseau Flavina, Messrs. Mondini, F. Agier, James Anderson, Magnin, and E. Raynaud; from Woosung, Messrs. E. Kuruchi, Merecki, Tokoyama, Yamanuki, Oddo, and René André; from Yokohama and Woosung, Mr. Karl Tuterman; from Nagasaki, Mr. Roudneff.

## DEPARTED.

Per *Kasuga Maru*, for Australia, Major Browne, Mr. C. S. Deane, Mr. and Mrs. A. McLean, Miss M. R. Rabone, Messrs. Sam. Male, S. J. Rabone, Miss Barr, Hon. and Mrs. Toohey, Misses Egan and Toohey, Messrs. Toohey and S. F. Tawney, Mrs. Robinson and 2 children.

Per *City of Rio de Janeiro*, from Hongkong, for Shanghai, Messrs. G. T. Mullan, Hoi Yuen and W. E. Schiele; for Yokohama, Messrs. K. K. Culver, B. B. Culver, Miss L. L. Culver, Mrs. H. H. Culver, Mr. and Mrs. W. D. Graham, Major St. John, Mrs. A. E. Long and Master Seldon Long; for Honolulu, Mrs. Yuen Chang and Miss Ah Kong; for San Francisco, Messrs. Arthur Vernon, Clement Cheese, F. Ewing, H. Y. Denman, Capt. Asa Walker, Rev. H. J. von Qualen, Messrs. J. A. Barr, E. Bergman, St. Johns, M.B., B. Morgan and Miss N. P. Morgan; for London, Mrs. A. B. Prant, Mr. Geo. Leighton and Mr. E. W. Dighey.

Per *Parramatta*, from Hongkong for Penang, Mr. C. H. Horsey; for Colombo, Mr. H. Muspratt; for Calcutta, Mr. S. Haywood; for Marseilles, Messrs. V. Gato, V. Gaitero, S. Fernandez, T. M. Alvarez, Z. Lahorra, M. Seguta, L. M. Unamuno, C. Punente, V. Perez, and F. Abanrea; for London, Mr. H. Gilmoar, Mr. and Mrs. J. W. L. Oliver and 2 children, Sergt. and Mrs. Sherwood and 2 children, Messrs. A. Wodehouse, Pearce, R. Aitken, C. Blake, and G. E. Harcourt; from Shanghai, for Marseilles, Mr. C. Dowdall, and Mrs. Montgomerie; from Kobe, for London, Mr. F. Martin, and Miss K. Martin; from Nagasaki for London, Miss Atkinson and child.

Per *Heidelberg*, for Singapore, Messrs. H. Grote, Er. Kohl, G. Troltsch, Mrs. Alma Kook, and Miss Carmen Tashrling.

Per *Nubia*, for Shanghai, from London, Capt. J. F. Menzies, Capt. A. J. Hill, Capt. G. E. Pereira, Lieut. R. T. Toke, Messrs. N. W. Falk, A. Malkhenko, A. Zemliansky, and A. C. Mackenzie; from Brindisi, Mr. L. Siebold; from Colombo, Mr. and Mrs. Dickenson, and Dr. W. R. James; from Singapore, Mr. G. Dobberke, Mr. S. Basagoiti, Mr. and Mrs. Nofaty, Mrs. Nofaty (senr.), Messrs. Day and Cohen; from Hongkong, Miss Page, Messrs. L. Sadler, E. A. Browne, C. Hansen, Swainston, E. Owen, N. Miyasaki, Simpson, Mr. and Mrs. Percival, Messrs. E. P. Pereira, Buma, Kilcullin, P. F. Rockett, J. H. Huston, R. Cochran, N. J. Weaver, and Mrs. L. C. Kruger.

Per *Futami Maru*, for Japan, Mr. R. Harker, Mr. and Mrs. Reece and child, Mr. A. Wilkinson, Capt. J. B. Carpenter, Mr. Le Conteur, Miss Grace, Messrs. R. C. H. Forster, J. M. MacIlhenny, W. E. Bailey, C. E. Bailey, N. Mayne, O. S. Mawson, Mrs. Mawson, Miss Wilkinson, Messrs. Diall, Richardson, Yamamoto, and Miss Yamamoto.

Per *Yuensang*, for Manila, Mrs. H. S. Hogge, Miss Maria Lago, Mrs. Turner and 2 children, Messrs. A. K. Grain, Thos. F. Harchibald, Russell Colgate, G. E. Hartwell, Armin Hart-rath, H. A. Nicholson, Gregory Apoor, Dr. L. R. Hawley, Messrs. Kenap, Guerra, Ng Chin Wan, Natalio Tiango, James Sinclair and 2 Ladies, Misses T. Nishiyama and S. Kuboyama, Mrs. Juneta Kaplan, Miss Otsune, Messrs. H. Justo, S. W. Falkner, and V. Abad.

Per *Sachsen*, for Shanghai, from Bremen, Messrs. A. Gran and C. Glenk, and Mrs. O. Bammann; from Southampton, Mr. R. G. Hamilton; from Genoa, Mrs. Detring and children, Mr. and Mrs. White Cooper, Miss E. Molin, Mr. Doon Bergen, Dr. K. Vogelsang, Messrs. Ed. Meyer, C. Bracco, P. Rollahne, P. Koebler, A. Delsmuer, and Miss O. Hedewig; from Naples, Mr. H. v. Tippelskirch; from Ismailia, Mr. Armstrong; from Colombo, Mr. and Mrs. W. Robinson; from Singapore, Mr. and Mrs. G. Longmore; from Hongkong, Mr. and Mrs. J. J. Collace, Messrs. J. M. Coplace, H. C. Loing, J. Tullock, S. Nakayama, and S. Nigoshi.

Per *Hohenzollern*, for Yokohama, from Bremen, Mr. M. Hasenritter; from Antwerp, Mr. H. Debaty; from Genoa, Mrs. M. Ellon, Mr. and Mrs. Kayser, Mrs. Buchanan Dunlop, and Mr. C. Trobitins; from Naples, Mr. and Mrs. Thomas; from Hongkong, Mrs. C. J. Kuhn and T. Schwalbe; for Nagasaki, from Singapore, Messrs. Hayedi and Oh Sang, and Miss S. Haja.

Per *Tartar*, for San Francisco, Mr. J. Brennan; for London, Mr. T. H. W. Price.

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